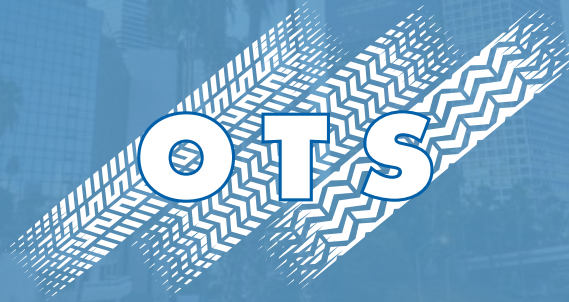


2017 CALIFORNIA
ANNUAL REPORT



**CALIFORNIA OFFICE
OF TRAFFIC SAFETY**

2017

ANNUAL REPORT

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Dear Fellow Californians:

This Annual Report is a summary of traffic safety programs, activities and initiatives assisted by funding, collaboration and leadership from the Office of Traffic Safety (OTS) in Federal Fiscal Year 2017. This year is particularly significant for the OTS, as it marks the 50th anniversary of its establishment, further pointing to both the great strides made during this time, and what needs to happen to reach its ultimate goal of zero fatalities.

These undertakings have one ultimate goal – to eliminate fatalities on California roadways for all users, whether they walk, ride a bicycle or drive a vehicle. In 2017, the OTS allocated \$88.4 million in federal funding to support 273 traffic safety grants to state and local agencies. While some grants served to coordinate large efforts with statewide implications, most catered to local communities and the residents most intimately affected by traffic safety issues. Additionally, OTS has implemented an automated grants management system that significantly streamlines the application process, improves data collection and adds greater efficiency to grant management oversight.

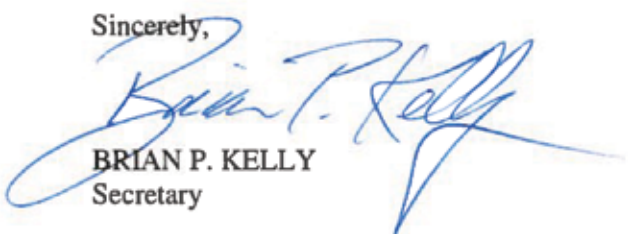
Using the 2017 Highway Safety Plan along with the Strategic Highway Safety Plan, OTS collaborated with stakeholders at every level to address the most critical traffic safety issues facing the state. OTS recognized that two emerging issues required critical attention: Driving Under the Influence of Drugs (DUID) and Teen Driver Safety. OTS assembled a diverse team of subject matter experts and formed two taskforces to discuss strategies for reversing the upward collision trends in both areas. These guidelines will offer insights, strategies, and opportunities to address the challenges related to drug impaired driving and crashes involving teens.

In 2017, OTS surveyed local law enforcement agencies to understand the challenges they face when implementing traffic safety countermeasures. This information led to incorporating more training opportunities for local law enforcement to have positive interactions with the public they serve while providing training in emerging problem areas such as bicycle and pedestrian safety, and in other, most common causes of motor vehicle crashes. OTS also continued to fund proven countermeasures such as DUI Checkpoints and Saturation Patrols, and has increased the number of officers who are trained to recognize drug impairment.

This Annual Report demonstrates the commitment of OTS to continue to implement programs and look for innovative opportunities to bring the state closer to its goal of zero deaths.

The California State Transportation Agency is proud of the dedication and leadership OTS and its many partners demonstrate in their work to ensure the safety of all roadway users.

Sincerely,



BRIAN P. KELLY
Secretary

ANNUAL REPORT

FEDERAL FISCAL YEAR 2017 (FFY 2017)

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TABLE OF CONTENTS



California Office of Traffic Safety	1
• Vision	
• Mission	
• Funding	
• FFY 2017 Allocated Funds	
California's Fatality Report	3
Areas of Concentration	4
FFY 2017 Project Distribution	7
Traffic Safety Core Performance Measures	10
Additional Traffic Safety Performance Measures	20
Statewide Traffic Safety Intercept Survey	23
Evidence-Based Enforcement Program	26
Projects Not Implemented	26
Program Goals, Results, and Activities	27
Program Area Highlights	39
Appendix – Grant Expenditures	48



VISION

“SAVING LIVES THROUGH TRAFFIC SAFETY EFFORTS”

We believe that saving lives on California roadways calls for more than just a reduction in fatalities. Our vision is to eliminate traffic fatalities altogether. Every one fatality counts, every one is one too many.

MISSION

To effectively and efficiently administer traffic safety grants while fostering partnerships to deliver innovative programs that reduce traffic deaths, injuries, and economic losses.

VALUES

- Trust
- Innovation
- Excellence
- Integrity
- Respect
- Service

CALIFORNIA OFFICE OF TRAFFIC SAFETY

HOW CALIFORNIA RECEIVES FUNDING

The highway safety program is a partnership effort between the National Highway Traffic Safety Administration (NHTSA) and California. The partnership was created when Congress passed the Highway Safety Act of 1966. OTS is designated by the Governor to receive federal traffic safety funds for coordinating California's highway safety programs. Each year OTS develops a Highway Safety Plan (HSP) identifying the key highway safety problems in the state and the most effective countermeasures to address them. OTS then solicits proposals statewide to address the identified problems. Finally, available funds are allocated to state and local governmental agencies to implement traffic safety programs and grants. The grants support planning to identify highway safety problems, provide start up "seed" money for new programs, and give new direction to existing safety programs. The funds are intended to create and help sustain innovative programs at the state and local level, and leverage commitments of state, local, and private resources.

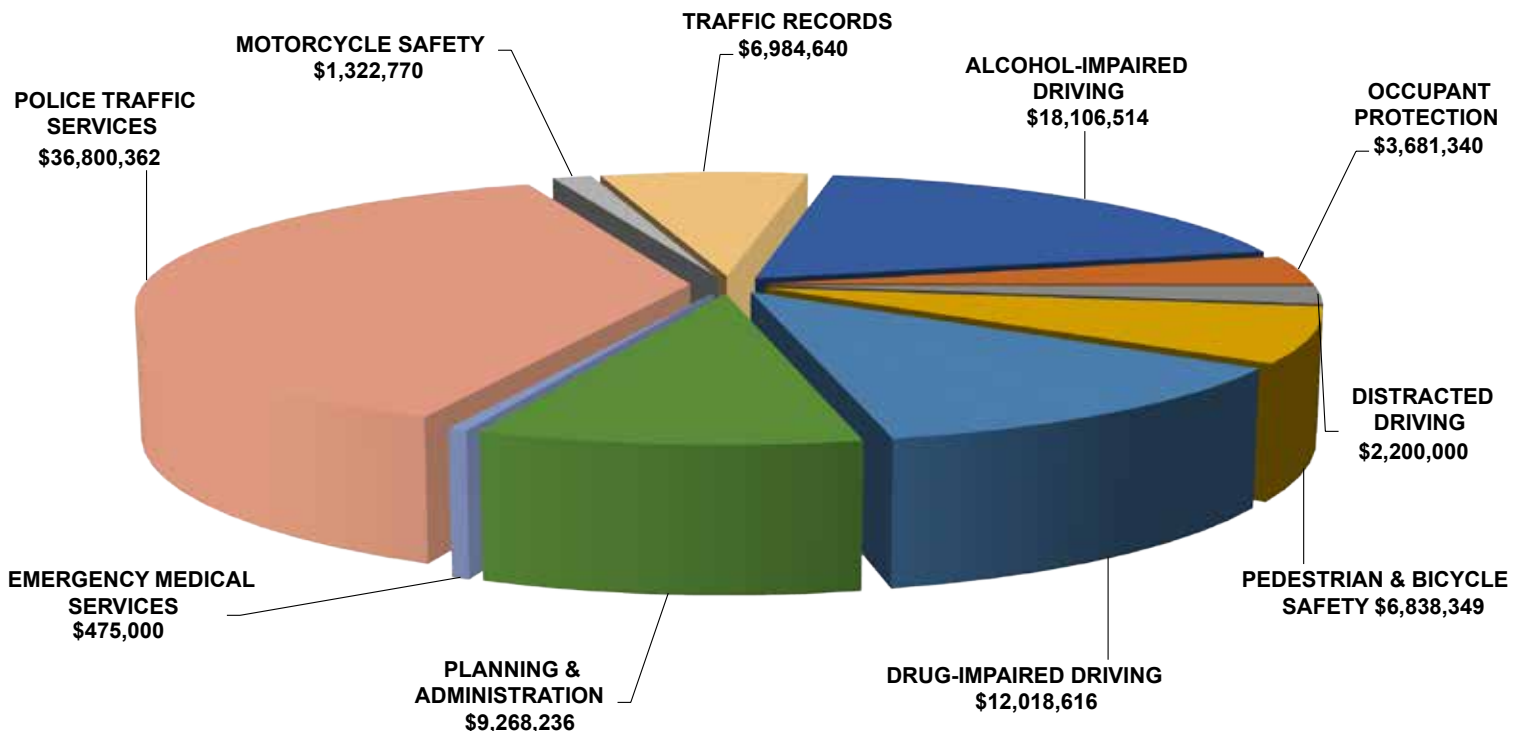


This Annual Report (AR), required by NHTSA (23 CFR Part 1300), California Vehicle Code (Section 2905), and the Fixing America's Surface Transportation (FAST) Act provides an update of traffic safety grants active throughout the State of California as approved in the 2017 California HSP.

FFY 2017 GRANTS

BY PROGRAM AREA

\$97,695,827



FATALITY REPORT

NATIONAL

Nationally, traffic fatalities increased 5.6 percent – from 35,485 fatalities in 2015 to 37,461 fatalities in 2016. For the first half of 2017, traffic fatalities are estimated at 18,680. This represents a decrease of about 1.5 percent as compared to the 18,930 fatalities reported in the first half of 2016.

Some experts contribute the increase to an improvement in the economy and more people driving, as well as a decrease in law enforcement resources throughout the nation. Many of these traffic fatalities include pedestrians and motorcyclists, distracted, alcohol and drug-impaired drivers, as well as occupants of large trucks.

Traffic fatalities are a public health and safety concern. No matter the reason for the increase in fatalities, strategies must be identified to address these issues. Although California's Mileage Death Rate is below the national average, the California Office of Traffic Safety will continue to work with federal, state, and local partners to change unsafe driving behaviors and to raise awareness around strategies that save lives. With the passage of the Fixing America's Surface Transportation (FAST) Act, Highway Safety Offices around the country are optimistic about the increase of funding to the general safety fund. This will allow states greater funding flexibility to implement traffic safety initiatives that better address problem areas.

CALIFORNIA

TOTAL FATALITIES

Traffic fatalities increased 7 percent from 3,387 in 2015 to 3,623 in 2016.

The 2015 Mileage Death Rate (MDR) – fatalities per 100 million miles traveled is 1.01.*

ALCOHOL-IMPAIRED DRIVING

Alcohol-impaired driving fatalities (fatalities in crashes involving a driver or motorcycle rider (operator) with a blood alcohol concentration (BAC) of 0.08 grams per deciliter (g/dL) or higher) increased 16.3 percent from 911 in 2015 to 1,059 in 2016.

The alcohol-impaired driving fatality rate increased 2.4 percent from 26.9 percent in 2015 to 29.3 percent in 2016.

DRUG-IMPAIRED DRIVING

In 2016, 15 percent of all drivers killed in motor vehicle crashes, who were tested, tested positive for legal and/ or illegal drugs. This represents a decrease of 21 percent, from 36 percent in 2015.

OCCUPANT PROTECTION

The percent of restrained passenger vehicle occupant fatalities (all seat positions) increased from 66 percent in 2015 to 67 percent in 2016. NHTSA estimates that 74 of the 583 known unrestrained fatalities in California would be alive today had they simply buckled up.

Passenger vehicle occupant fatalities (age 0-4) increased 123 percent from 13 in 2015 to 29 in 2016.

MOTORCYCLE SAFETY

Motorcycle fatalities increased 11 percent from 494 in 2015 to 548 in 2016.

Motorcycle fatalities per 100,000 motorcycle registrations decreased from 64 percent in 2014 to 60 percent in 2015. *

The percentage of motorcycle operators killed with a BAC of 0.08 or greater increased from 19 percent in 2015 to 24 percent in 2016.

The percentage of motorcycle operators killed that were improperly licensed decreased from 33 percent in 2015 to 30 percent in 2016.

TEEN SAFETY

Teen motor vehicle fatalities (age 16-19) increased 2.7 percent from 219 in 2015 to 225 in 2016.

Teen driver fatalities (age 16-19) increased 12.3 percent from 98 in 2015 to 110 in 2016. Males make up 82 percent of teen driver fatalities.

PEDESTRIAN AND BICYCLE SAFETY

Pedestrian fatalities increased 5.9 percent from 819 in 2015 to 867 in 2016.

Pedestrian fatalities age 65 and older increased 13 percent from 193 in 2015 to 218 in 2016.

Bicycle fatalities increased 8.1 percent from 136 in 2015 and 147 in 2016.

*2016 Data not yet available
Source: Fatality Analysis Reporting System (FARS)

AREAS OF CONCENTRATION

States are encouraged to identify needs in each of the nationally designated program priority areas, but OTS has the flexibility to determine additional program areas, and the amount of funding allocated to each. The areas chosen for funding in FFY 2017 were as follows:

ALCOHOL-IMPAIRED DRIVING

Impaired driving and alcohol-related crashes represent a major threat to the safety and well-being of the public. This is especially true among young people age 15 to 24, where impaired driving is the leading cause of death. This program is intended to prevent people from driving under the influence (DUI) of alcohol or other drugs and removes impaired drivers from the road. Alcohol-Impaired Driving programs use a comprehensive approach that incorporates funding for education, prevention, and enforcement by focusing on high-risk groups. Grant programs include: interactive youth education; college campus programs; intensive public information campaigns such as the Know Your Limit campaign; community organization involvement; equipment purchases including preliminary alcohol screening devices, portable evidential breath testing devices, and DUI checkpoint trailers; and enforcement operations including DUI warrant services, DUI probation revocation programs, sobriety checkpoints, and roving DUI enforcement patrols.



are among the strongest in the nation and a recent OTS Opinion Survey reports that 77.6 percent of Californians identify that texting and cell phone use are the most dangerous behaviors while driving. The Strategic Highway Safety Plan (SHSP) Distracted Driving Challenge Area (co-led by OTS and CHP) has developed action items to reduce this problem. Countermeasures include improved distracted driving data quality, increased and focused enforcement and adjudication, observational surveys, public awareness & education campaigns, and strengthening laws to include negligent operator points to change behavior.

DRUG-IMPAIRED DRIVING

According to the 2013-2014 NHTSA National Roadside Survey, 22.5 percent of weekend, nighttime drivers tested positive for illegal, prescription, or over-the-counter drugs that could cause driving impairment. More than 15 percent tested positive for illicit drugs, and more than 12 percent tested positive for THC (delta 9 tetrahydrocannabinol), which is a four percent increase from the 2007 survey. An additional 2009 NHTSA study tested fatally injured drivers and found that nationally 18 percent tested positive for at least one illicit, prescription, or over-the-counter drug. OTS grants provide increased officer training in the NHTSA Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Evaluator (DRE) programs, which has led to better detection of drug-impaired drivers. OTS grants have also funded vertical prosecution programs for drug-impaired driving cases, as well as crime laboratory equipment for better and more expeditious detection and confirmation of drugs in driver's systems at the time of arrest.

DISTRACTED DRIVING

National research identifies three factors for distracted driving: visual (eyes off the road); manual (hands off the wheel); and cognitive (taking your mind off driving). In 2015, 3,477 people were killed and an estimated 391,000 were injured nationwide in crashes involving a distracted driver. In addition, 551 pedestrians, bicyclists, and others were killed in distraction-affected crashes. Teen drivers and those under the age of 20 have the highest proportion of distraction-related fatal crashes. California laws

AREAS OF CONCENTRATION

EMERGENCY MEDICAL SERVICES

Timely access to life-saving emergency medical services (EMS) is critical to the reduction of fatalities and life-altering injuries resulting from motor vehicle collisions. OTS provides grants for cost-effective programs that incorporate effective strategies for improving California's EMS system's ability to meet the needs of motor vehicle collision victims. OTS grants provide funding for life-saving equipment, training, reliable ambulance transportation, effective communications, public information, education, and access to data and evaluation tools.

MOTORCYCLE SAFETY

Motorcycle safety stakeholders, including OTS, CHP, DMV, and other representatives of the SHSP Motorcycle Challenge Area are moving forward with new actions in the effort to reduce motorcycle collisions, injuries, and fatalities. Activities include the offering of "refresher" riding courses to kick-off the "May is Motorcycle Safety Awareness Month," adding new information regarding DOT-compliant helmets and other personal protective equipment to the DMV Motorcycle Handbook, educating the public about the dangers of distracted driving and riding during the California Motorcyclist Safety Program (CMSP) rider training courses, and evaluating the effectiveness of California's motorcycle rider training program. These and other efforts by California's motorcycle safety stakeholders will continue to work toward improved safety for motorcyclists and other road users.

OCCUPANT PROTECTION

Despite the great strides made, thousands of young people, from newborns through age 20, continue to die or experience serious injuries that could have been prevented had they been properly restrained in a child safety seat, booster seat, or safety belt. The most recent statewide seat belt survey, conducted in 2017, reports a 96.2 percent seat belt use rate. Seat belt and child safety seat programs continue to focus on statewide and local public information campaigns, increased enforcement, and community education, outreach, and training. More specifically, the programs provide child safety seats to low-income families, conduct child safety seat check-ups, and educate teens about using seat belts.

PEDESTRIAN AND BICYCLE SAFETY

The goal of the Pedestrian and Bicycle Safety Program is to reduce crash-related fatalities and injuries by promoting safe and effective conditions for those who travel by foot or bicycle. OTS provides funds for the development of programs to increase awareness of traffic rules, rights, and responsibilities for all age groups. At the elementary school level, parents and teachers are drawn into the programs as active role models and mentors in traffic safety. Activities include traffic safety rodeos and presentations to build students' skills and demonstrate proper practical application of those skills. To boost compliance with the law and decrease injuries, safety helmets are properly fitted and distributed to children in need for use with bicycles, scooters, skateboards, and skates. There is a special emphasis on programs designed exclusively for the hard-to-reach population at the middle and high school levels. Additional outreach endeavors include programs targeting underserved and high-risk populations, along with a multicultural approach to address safer driving, bicycling, and walking behaviors.

POLICE TRAFFIC SERVICES

The Police Traffic Services Program focuses on a combination of education and enforcement activities. It incorporates a comprehensive approach to traffic safety enforcement, with a focus on seatbelt use compliance, impaired driving reduction, speed enforcement, and other traffic safety laws. The Police Traffic Services Program grants are highly effective in reducing traffic collisions by dedicating resources to selective enforcement and education, and have a long-lasting impact in reducing fatal and injury collisions. Under these programs, communities use available public and private assets to identify and combat significant traffic safety problems.

AREAS OF CONCENTRATION

PUBLIC RELATIONS, ADVERTISING AND MARKETING

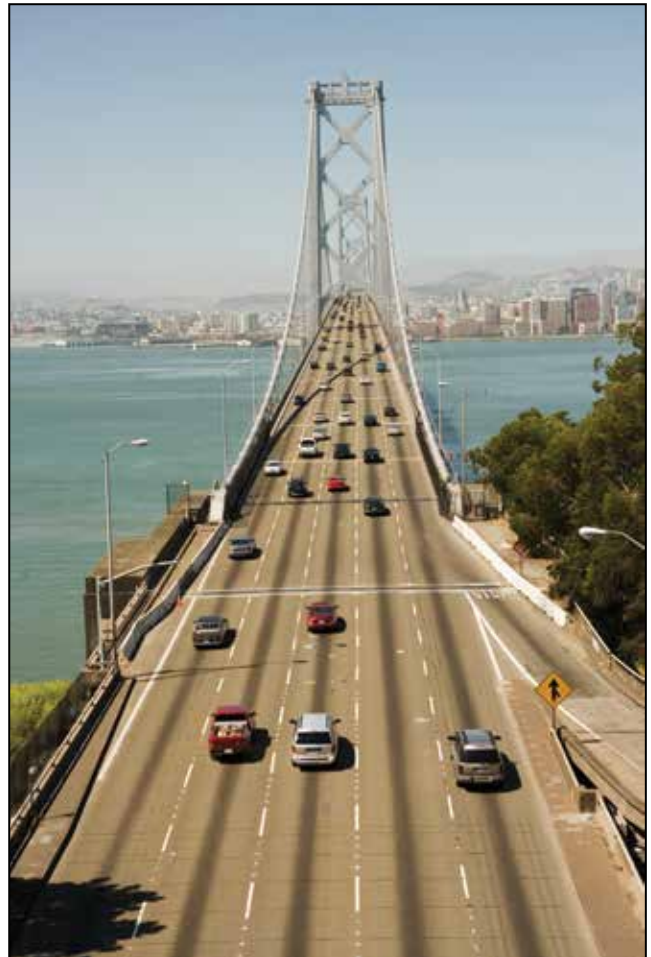
The fundamental and essential influencers behind OTS's marketing and public relations programs are providing information, stimulating engagement and opening communication. First, OTS must engage the public's interest, to bring them in and open them up to be receptive to communication. To OTS, "the public" can be school-aged children, young adults, adults, and seniors of all demographic classifications. Public engagement is accomplished through various and continuous earned media, active outreach, paid media, and social media contacts. Once engaged, successfully conveying the significance of the life-saving benefits of traffic safety in their individual lives is our most important task.

By first informing about traffic safety related issues, then building public awareness of the real and significant dangers of problems, and followed by social norming approaches, OTS can contribute an important constructive change in traffic safety behavior and culture over time. Through both concentrated and year-round public awareness and social norming programs such as "Click It or Ticket," "Drive Sober or Get Pulled Over," "Buzzed Driving is Drunk Driving," "DDVIP," "DUI Doesn't Just Mean Booze," "Hands Free to Drive," and "Pedestrians Don't Have Armor," often conducted in conjunction with enhanced law enforcement at the local and state levels, this traffic safety objective was successfully accomplished.

OTS continues to be a primary resource for the public, researchers, and the press for traffic safety information, best practices, statistics, and connection to other resources. The expanding use of social media is allowing us to reach new members of targeted audiences. OTS currently has very successful and dynamic presences on Facebook and Twitter, with reaches into YouTube and Instagram. With the continued collaboration of and partnership with other agencies, private sector businesses, community organizations, and law enforcement agencies, the vision of OTS will continue in the successful expansion of the message of traffic safety to all who use California's roadways.

TRAFFIC RECORDS/ROADWAY SAFETY

OTS supports efforts to automate traffic collision database systems, provide traffic safety stakeholders the ability to analyze and map high-collision locations and promotes data sharing and integration of traffic records data systems between all traffic records stakeholders in California. Grant-funded items include hardware, software, and expert services necessary to aid in the automation of manual processes, eliminate process duplication, and facilitate enhanced data gathering and data sharing. Roadway Safety programs concentrate on the vehicle operating environment and are strongly influenced by enforcement, engineering, and utilizing relevant data generated by those activities to improve traffic safety.



FFY 2017 PROJECT DISTRIBUTION

PROGRAM AREAS	
AL	ALCOHOL-IMPAIRED DRIVING
DD	DISTRACTED DRIVING
DI	DRUG-IMPAIRED DRIVING
EM	EMERGENCY MEDICAL SERVICES
MC	MOTORCYCLE SAFETY
OP	OCCUPANT PROTECTION
PS	PEDESTRIAN AND BICYCLE SAFETY
PT	POLICE TRAFFIC SERVICES
TR	TRAFFIC RECORDS AND ROADWAY SAFETY

Alameda County (9)

- 1 - PS Education/Public Awareness Grant
- 8 - PT Local/Allied Agency Enforcement Grant

Alameda County (1)

- 1 - EMS First Responder Equipment Grant

Butte County (4)

- 1 - AL Probation Grant
- 1 - EMS First Responder Equipment Grant
- 1 - OP Local Education Grant
- 1 - PS Education/Public Awareness Grant

Contra Costa County (7)

- 1 - AL Probation Grant
- 1 - DI Equipment Grant
- 4 - PT Local/Allied Agency Enforcement Grant
- 1 - OP Local Education Grant

El Dorado County (1)

- 1 - DI Vertical Prosecution Grant

Fresno County (5)

- 1 - AL Probation Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PS Education/Public Awareness Grant
- 2 - PT Local/Allied Agency Enforcement Grant

Humboldt County (1)

- 1 - PS Education/Public Awareness Grant

Imperial County (2)

- 2 - PT Local/Allied Agency Enforcement Grant

Kern County (5)

- 1 - AL Probation Grant
- 1 - DI Vertical Prosecution Grant
- 2 - PS Education/Public Awareness Grant
- 1 - PT Local/Allied Agency Enforcement Grant

Lake County (1)

- 1 - EMS First Responder Equipment Grant

Los Angeles County (53)

- 1 - AL Probation Grant
- 2 - DI Vertical Prosecution Grant
- 1 - DI Education/Public Awareness Grant
- 1 - MC Education/Public Awareness, Enforcement Grant
- 3 - OP Local Education Grant
- 4 - PS Education/Public Awareness Grant
- 40 - PT Local/Allied Agency Enforcement Grant
- 1 - TR Local Data Records Design/Equipment Grant

Marin County (3)

- 1 - DI Vertical Prosecution Grant
- 2 - PT Local/Allied Agency Enforcement Grant

Merced County (3)

- 1 - PT Local/Allied Agency Enforcement Grant
- 2 - PT Enforcement Grant

Monterey County (6)

- 1 - DI Vertical Prosecution Grant
- 1 - DI Judicial Grant
- 2 - EMS First Responder Equipment Grant
- 1 - PS Education/Public Awareness Grant
- 1 - PT Local/Allied Agency Enforcement Grant

Napa County (1)

- 1 - PT Local/Allied Agency Enforcement Grant

Nevada County (1)

- 1 - EMS First Responder Equipment Grant

Orange County (24)

- 1 - DI Evaluation Grant
- 1 - DI Vertical Prosecution Grant
- 4 - PS Education/Public Awareness Grant
- 18 - PT Local/Allied Agency Enforcement Grant

Placer County (1)

- 1 - AL Probation Grant

Riverside County (12)

- 1 - AL Education/Public Awareness Grant
- 1 - DI Vertical Prosecution Grant
- 1 - OP Local Education Grant
- 2 - PS Education/Public Awareness Grant
- 7 - PT Local/Allied Agency Enforcement Grant

Sacramento County (12)

- 1 - AL Education/Public Awareness Grant
- 1 - AL Judicial Grant
- 1 - AL Probation Grant
- 1 - DI Vertical Prosecution Grant
- 3 - PS Education/Public Awareness Grant
- 5 - PT Local/Allied Agency Enforcement Grant

San Benito County (2)

- 1 - PS Education/Public Awareness Grant
- 1 - PT Local/Allied Agency Enforcement Grant

San Bernardino County (13)

- 1 - AL Probation Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PS Education/Public Awareness Grant
- 10 - PT Local/Allied Agency Enforcement Grant

San Diego County (14)

- 1 - AL Probation Grant
- 2 - DI Vertical Prosecution Grant
- 1 - OP Local Education Grant
- 2 - PS Education/Public Awareness Grant
- 8 - PT Local/Allied Agency Enforcement Grant

San Francisco County (3)

- 1 - DI Vertical Prosecution Grant
- 1 - MC Education/Public Awareness, Enforcement Grant
- 1 - PT Local/Allied Agency Enforcement Grant

San Joaquin County (6)

- 1 - AL Judicial Grant
- 1 - AL Probation Grant
- 1 - OP Local Education Grant
- 3 - PT Local/Allied Agency Enforcement Grant

San Luis Obispo County (7)

- 1 - DD Education/Public Awareness Grant
- 1 - EMS First Responder Equipment Grant
- 1 - OP Local Education Grant
- 1 - PS Education/Public Awareness Grant
- 3 - PT Local/Allied Agency Enforcement Grant

San Mateo County (8)

- 1 - AL Judicial Grant
- 7 - PT Local/Allied Agency Enforcement Grant

Santa Barbara County (5)

- 1 - AL Probation Grant
- 4 - PT Local/Allied Agency Enforcement Grant

Santa Clara County (7)

- 2 - PS Education/Public Awareness Grant
- 5 - PT Local/Allied Agency Enforcement Grant

Santa Cruz County (5)

- 1 - AL Education/Public Awareness Grant
- 1 - OP Local Education Grant
- 2 - PS Education/Public Awareness Grant
- 1 - PT Local/Allied Agency Enforcement Grant

Shasta County (4)

- 1 - AL Education/Public Awareness Grant
- 1 - DI Education/Public Awareness Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PT Local/Allied Agency Enforcement Grant

Solano County (7)

- 1 - AL Probation Grant
- 1 - DI Equipment Grant
- 1 - DI Vertical Prosecution Grant
- 1 - PS Education/Public Awareness Grant
- 2 - PT Local/Allied Agency Enforcement Grant
- 1 - TR Local Data Records Design/Equipment Grant

FFY 2017 PROJECT DISTRIBUTION



Sonoma County (5)

- 1 - DI Vertical Prosecution Grant
- 1 - EMS First Responder Equipment Grant
- 3 - PT Enforcement Grant

Stanislaus County (6)

- 1 - OP local Education Grant
- 2 - PS Education/Public Awareness Grant
- 3 - PT Local/Allied Agency Enforcement Grant

Sutter County (1)

- 1 - PT Local/Allied Agency Enforcement Grant

Tehama County (1)

- 1 - OP local Education Grant

Tulare County (5)

- 1 - AL Education/Public Awareness Grant
- 1 - AL Probation Grant
- 1 - DI Vertical Prosecution Grant
- 2 - PT Local/Allied Agency Enforcement Grant

Ventura County (7)

- 1 - DI Education/Public Awareness Grant
- 1 - DI Vertical Prosecution Grant
- 1 - OP Local Education Grant
- 4 - PT Local/Allied Agency Enforcement Grant

Yolo County (5)

- 1 - DI Vertical Prosecution Grant
- 1 - OP local Education Grant
- 1 - PS Education/Public Awareness Grant
- 2 - PT Local/Allied Agency Enforcement Grant

Yuba County (2)

- 1 - OP local Education Grant
- 1 - PS Education/Public Awareness Grant

REGIONAL AND STATEWIDE GRANTS

California Department of Alcoholic Beverage Control (2)

- 1 - AL Enforcement Grant
- 1 - AL Education/Public Awareness Grant

California Department of Justice (1)

- 1 - DI Equipment Grant

California Department of Motor Vehicles (3)

- 1 - AL Evaluation Grant
- 1 - DI Evaluation Grant
- 1 - TR Statewide Data Records Design/Equipment Grant

California Department of Public Health (2)

- 1 - OP Statewide Education Grant
- 1 - TR Statewide Data Records Design/Equipment Grant

California Department of Transportation (3)

- 1 - DD Education/Public Awareness Grant
- 1 - TR Statewide Data Records Design/Equipment Grant
- 1 - TR Data Improvement Grant

California Emergency Medical Services Authority (2)

- 2 - TR Statewide Data Records Design/Equipment Grant

California Highway Patrol (19)

- 3 - AL Enforcement Grant
- 1 - AL Education/Public Awareness Grant
- 1 - DD Education Grant
- 3 - DD Enforcement Grant
- 1 - DI Training Grant
- 1 - MC Education/Public Awareness, Enforcement Grant
- 1 - OP Aging Road Users Grant
- 1 - OP Statewide Education Grant
- 1 - PS Education/Public Awareness Grant
- 6 - PT Statewide Enforcement Grant

California State Polytechnic University, Pomona (1)

- 1 - TR Data Improvement Grant

California State University, Fresno (1)

- 1 - OP Statewide Usage Surveys Grant

California State University, San Diego (1)

- 1 - PT Education/Public Awareness Grant

University of California, Irvine (1)

- 1 - DI Evaluation Grant

Regents of the University of California, Berkeley Campus (11)

- 1 - AL Education/Public Awareness Grant
- 1 - MC Education/Public Awareness, Enforcement Grant
- 2 - PS Community Support/Technical Assistance Grant
- 1 - PT Education/Public Awareness Grant
- 1 - TR Local Data Records Design/Equipment Grant
- 3 - TR Statewide Data Records Design/Equipment Grant
- 2 - TR Strategic Highway Safety Planning Grant



FFY 2017 PROJECT DISTRIBUTION

LOCAL GRANTS BY COUNTY

229

This map does not include regional or statewide local benefit grants.



TRAFFIC SAFETY CORE PERFORMANCE MEASURES

CORE PERFORMANCE MEASURES

NHTSA and the Governors Highway Safety Association (GHSA) have agreed to a minimum set of performance measures to be used by state and federal agencies in the development and implementation of behavioral highway safety plans and programs. An expert panel from NHTSA, state highway safety offices, academic and research organizations, and other key groups assisted in developing the measures.

The initial minimum set contains 15 measures: eleven core outcome measures, one core behavior measure, and three activity measures. The measures cover the major areas common to highway safety plans and use existing data systems as indicated in the following tables.

All states are required to report progress on each of the core and behavior measures. In addition to the required initial minimum set of performance measures, California has defined and developed additional performance measures to better monitor traffic safety outcomes, behaviors, and activities. The Annual Report is reporting three activity measures that include grant-funded seat belt citations, impaired driving arrests, and speeding citations.

PROCESS FOR DEVELOPING TARGETS

As outlined in NHTSA's "Traffic Safety Performance Measures for States and Federal Agencies" as well as NHTSA's webinar "Tracking Core Outcome Measures and Performances Targets," OTS used the templates, tools, and standardized language developed by NHTSA and GHSA for all core performance measures.

Prior to selecting targets for core performance measures, California compiled five of the most recent annual data points and decided to use the most recent calendar year data to determine each of the baselines. Each of the targets, with one exception, was selected with the intent on improving upon the established baselines (decreasing fatalities, injuries, etc.), even though the majority of trend lines projected annual increases. For the exception, OTS decided to use an acceptable method of maintaining the baseline for reducing the upward trend for unhelmeted motorcyclist fatalities.

OVERALL PROGRAM GOAL

OTS collaborates with transportation partner agencies such as the CHP, California Department of Transportation (Caltrans), and the DMV, as well as law enforcement, state and federal agencies, community-based organizations, and valued traffic safety advocates. Advances in vehicle safety technology, coupled with traffic safety legislation, expanded education and awareness, enforcement and engineering programs, as well as funding innovative programs focusing on high priority areas should bring us closer to our goal.

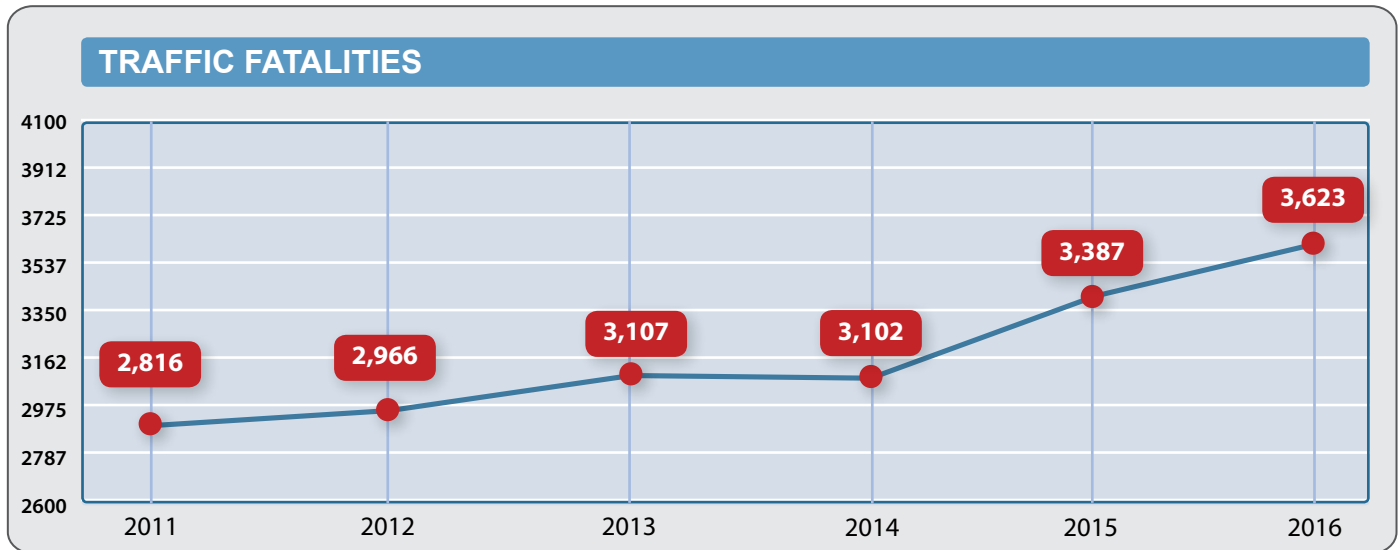


TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-1 TRAFFIC FATALITIES (FATALITY ANALYSIS REPORTING SYSTEM [FARS])

Reduce traffic fatalities 3.0 percent from the 2014 calendar base year of 3,102 to 3,009 by December 31, 2017.

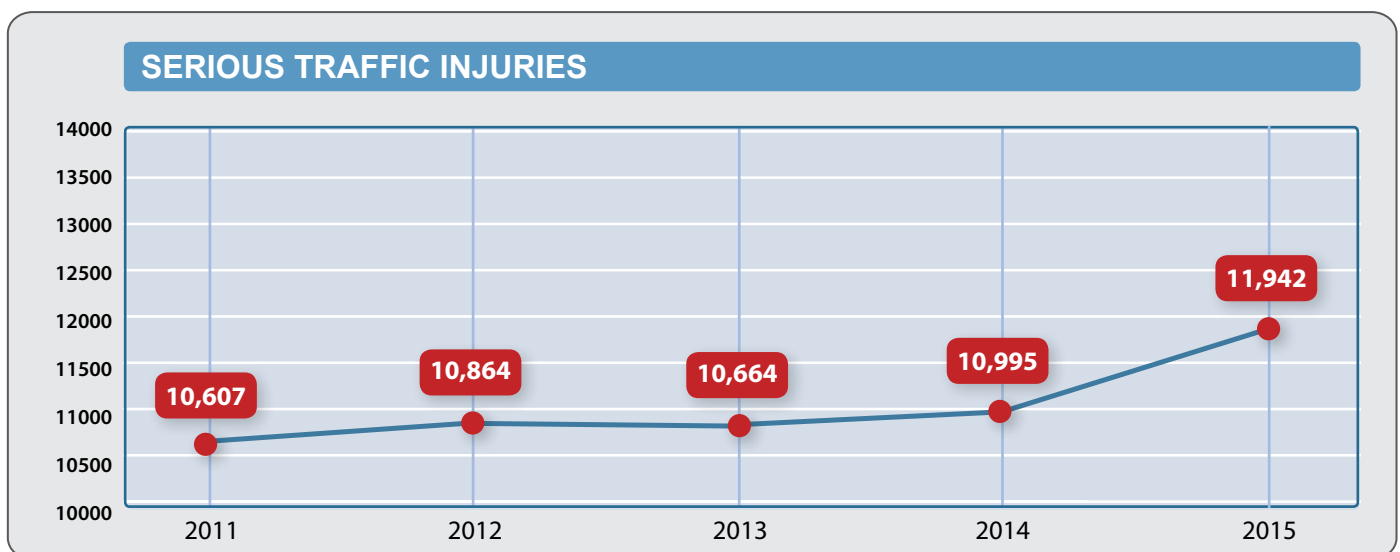
RESULT: Total fatalities increased 16.8 percent from the 2014 calendar base year of 3,102 to 3,623.



C-2 SERIOUS TRAFFIC INJURIES (STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM [SWITRS])

Reduce serious traffic injuries 3.0 percent from the 2014 calendar base year of 10,995 to 10,665 by December 31, 2017.

RESULT: Serious traffic injuries increased 8.6 percent from the 2014 calendar base year of 10,995 to 11,942.



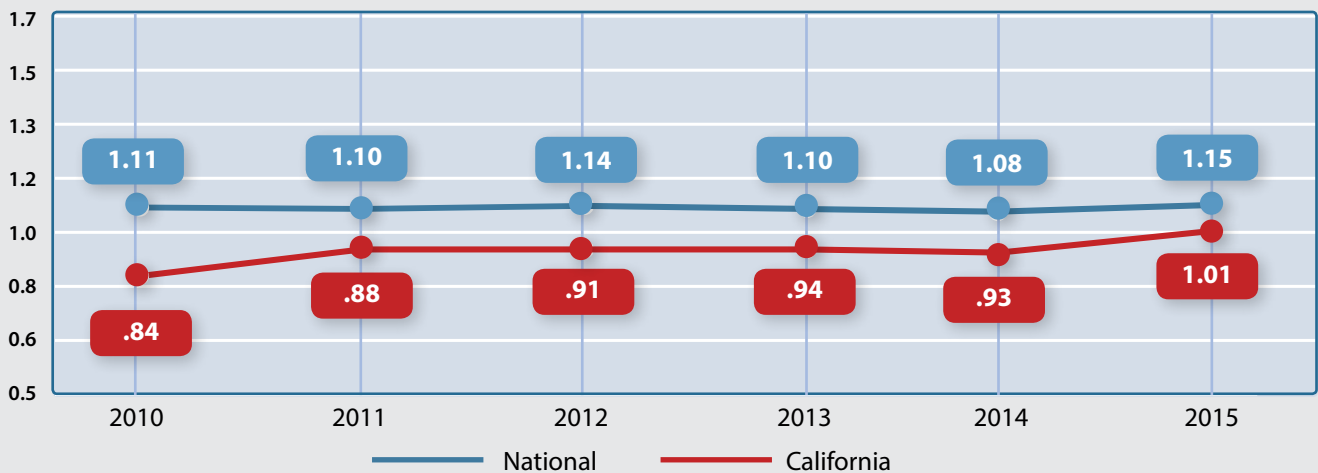
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-3 FATALITIES/VEHICLE-MILES TRAVELED (VMT)(FARS/FEDERAL HIGHWAY ADMINISTRATION [FHWA])

Reduce fatalities per 100 million vehicle miles traveled 3.0 percent from the 2014 calendar base year of 0.93 to 0.90 by December 31, 2017.

RESULT: Traffic fatalities/VMT increased 0.08 points from the 2014 calendar base year of 0.93 to 1.01.

FATALITIES/VMT

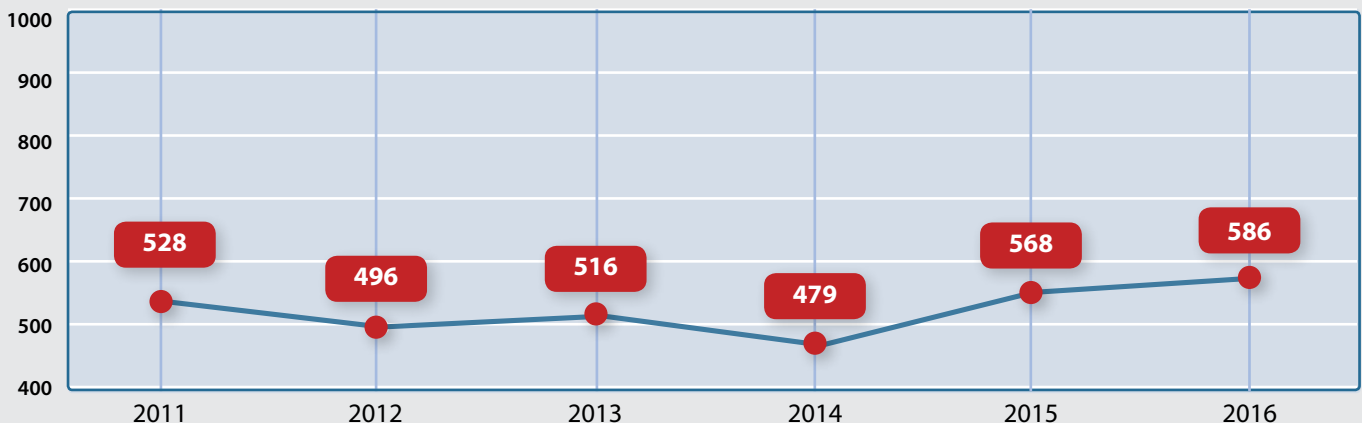


C-4 UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES IN ALL SEATING POSITIONS (FARS)

Reduce unrestrained passenger vehicle occupant fatalities, all seat positions, 3.0 percent from the 2014 calendar base year of 479 to 465 by December 31, 2017.

RESULT: Unrestrained passenger vehicle occupant fatalities in all seating positions increased 22.3 percent from the 2014 calendar base year of 479 to 586.

UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES IN ALL SEATING POSITIONS



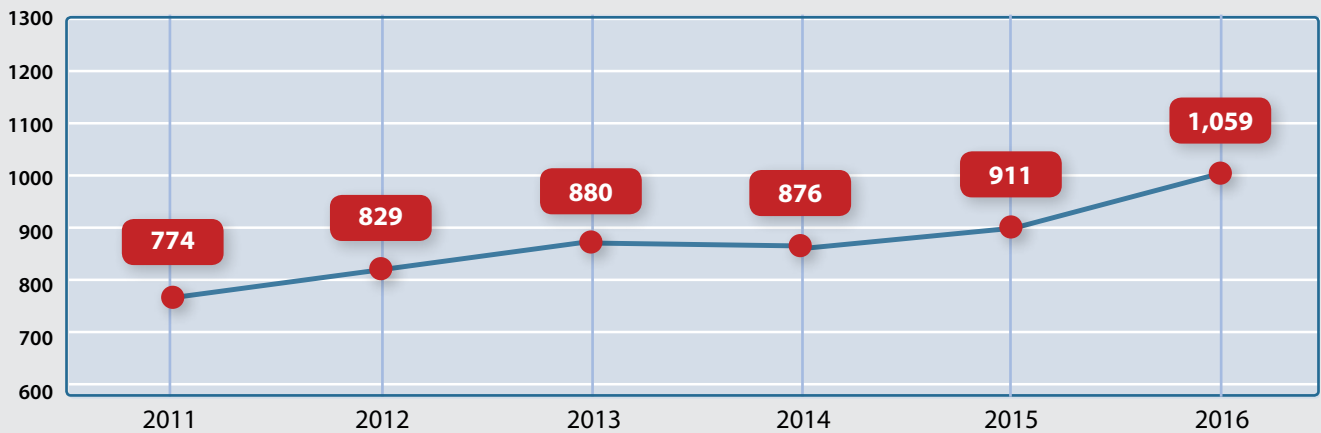
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-5 ALCOHOL-IMPAIRED DRIVING FATALITIES (FARS)

Reduce alcohol-impaired driving fatalities 3.0 percent from the 2014 calendar base year of 876 to 850 by December 31, 2017.

RESULT: Alcohol-impaired driving fatalities increased 20.9 percent from the 2014 calendar base year of 876 to 1,059.

ALCOHOL-IMPAIRED DRIVING FATALITIES



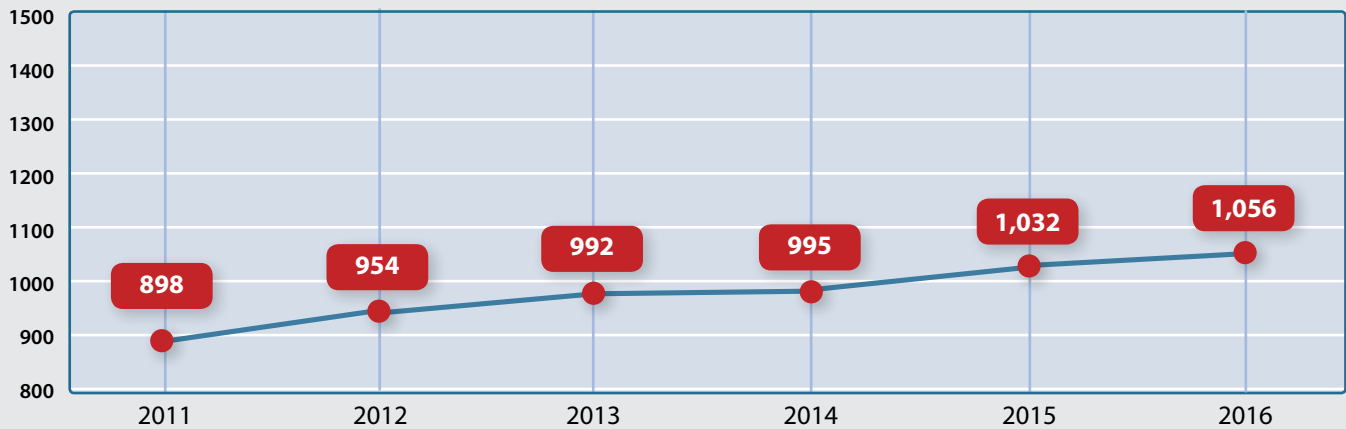
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-6 SPEEDING-RELATED FATALITIES (FARS)

Reduce speeding-related fatalities 2.0 percent from the 2014 calendar base year of 995 to 975 by December 31, 2017.

RESULT: Speeding-related fatalities increased 6.1 percent from the 2014 calendar base year of 995 to 1,056.

SPEEDING-RELATED FATALITIES

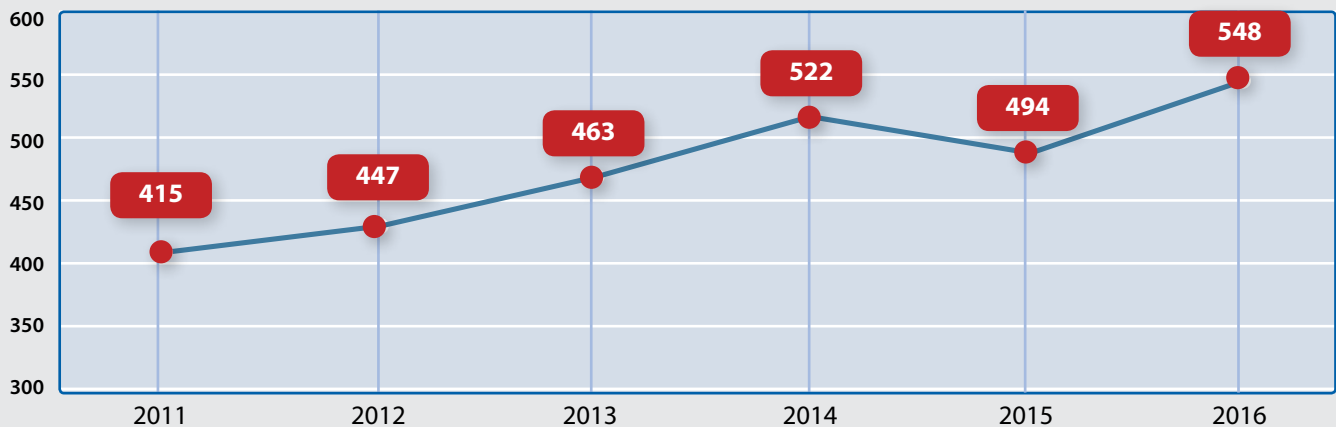


C-7 MOTORCYCLIST FATALITIES (FARS)

Reduce motorcyclist fatalities 1.0 percent from the 2014 calendar base year of 522 to 517 by December 31, 2017.

RESULT: Motorcyclist fatalities increased 5.0 percent from the 2014 calendar base year of 522 to 548.

MOTORCYCLIST FATALITIES



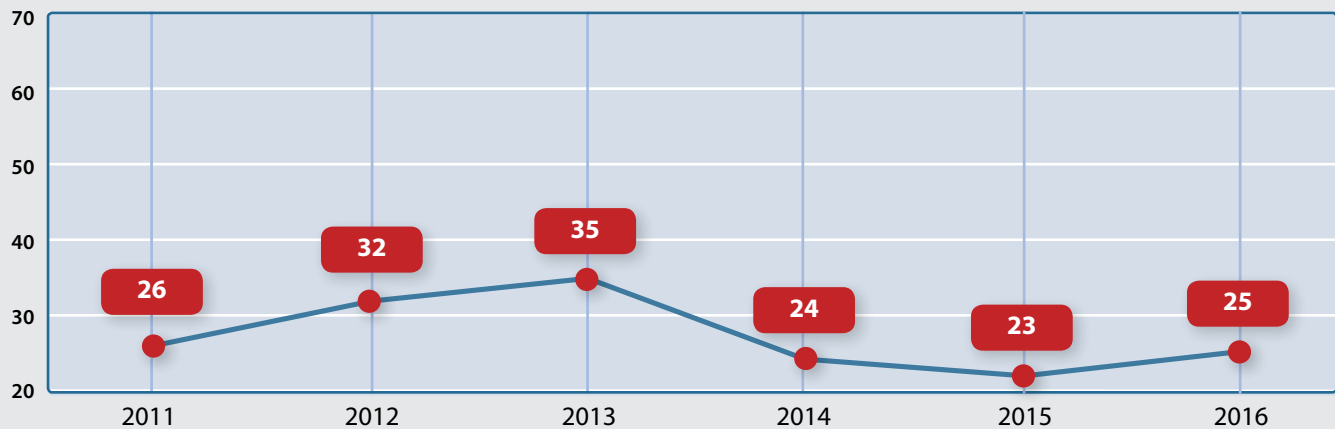
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-8 UNHELMETED MOTORCYCLIST FATALITIES (FARS)

Maintain unhelmeted motorcyclist fatalities at 24, same as the 2014 calendar base year, by December 31, 2017.

RESULT: Unhelmeted motorcyclist fatalities increased 4.0 percent from the 2014 calendar base year of 24 to 25.

UNHELMETED MOTORCYCLIST FATALITIES

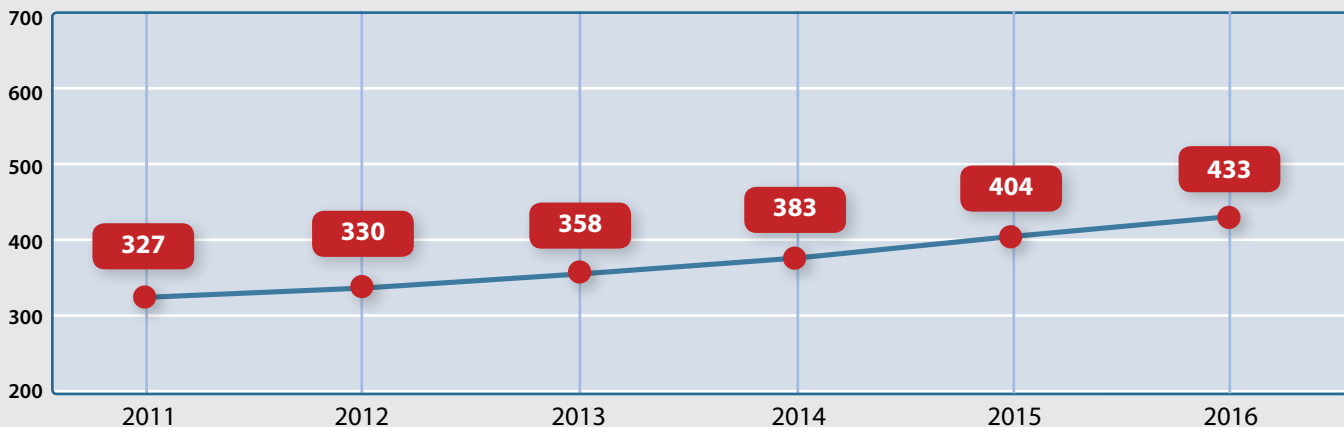


C-9 DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

Reduce drivers age 20 or younger involved in fatal crashes 2.0 percent from the 2014 calendar base year of 383 to 375 by December 31, 2017.

RESULT: Drivers age 20 or younger involved in fatal crashes increased 13.0 percent from the 2014 calendar base year of 383 to 433.

DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES



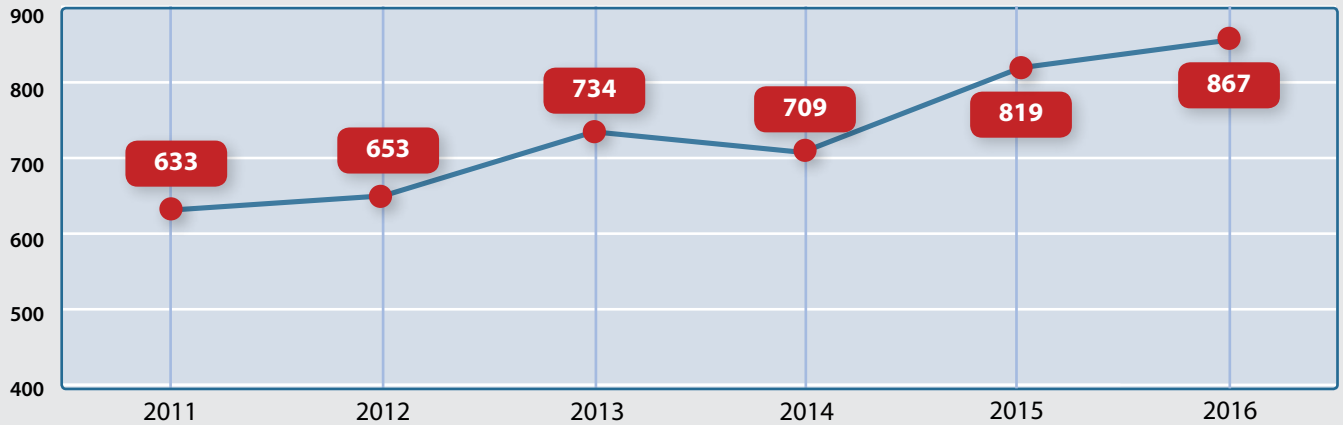
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

C-10 PEDESTRIAN FATALITIES (FARS)

Reduce pedestrian fatalities 2.5 percent from the 2014 calendar base year of 709 to 691 by December 31, 2017.

RESULT: Pedestrian fatalities increased 22.3 percent from the 2014 calendar base year of 709 to 867.

PEDESTRIAN FATALITIES

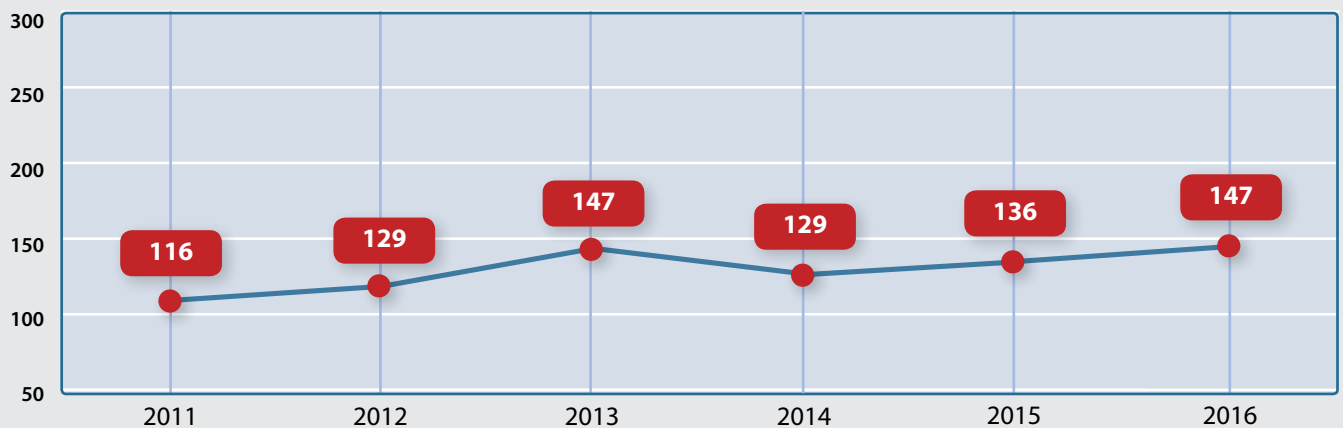


C-11 BICYCLIST FATALITIES (FARS)

Reduce bicyclist fatalities 1.0 percent from the 2014 calendar base year of 129 to 128 by December 31, 2017.

RESULT: Bicyclist fatalities increased 14.0 percent from the 2014 calendar base year of 129 to 147.

BICYCLIST FATALITIES



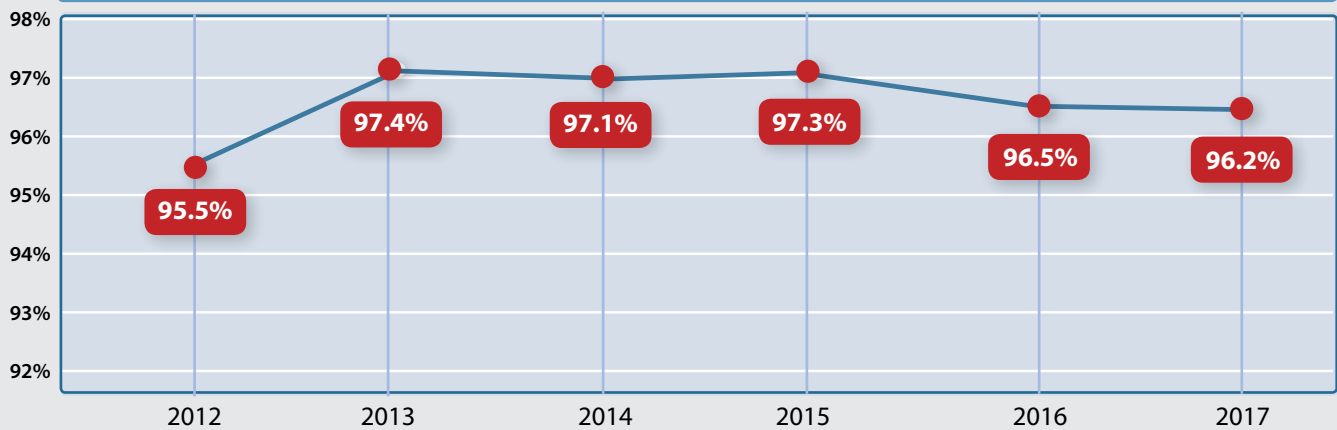
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

B-1 STATEWIDE OBSERVED SEAT BELT USE OF FRONT SEAT OUTBOARD OCCUPANTS IN PASSENGER VEHICLES (OBSERVATIONAL SURVEY)

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.3 percentage points from the 2015 calendar base year of 97.3 percent to 97.6 percent by December 31, 2017.

RESULT: Statewide observed seat belt use of front seat outboard occupants in passenger vehicles decreased 1.1 percentage points from the 2015 calendar base year of 97.3 percent to 96.2 percent.

STATEWIDE OBSERVED SEAT BELT USE OF FRONT SEAT OUTBOARD OCCUPANTS IN PASSENGER VEHICLES

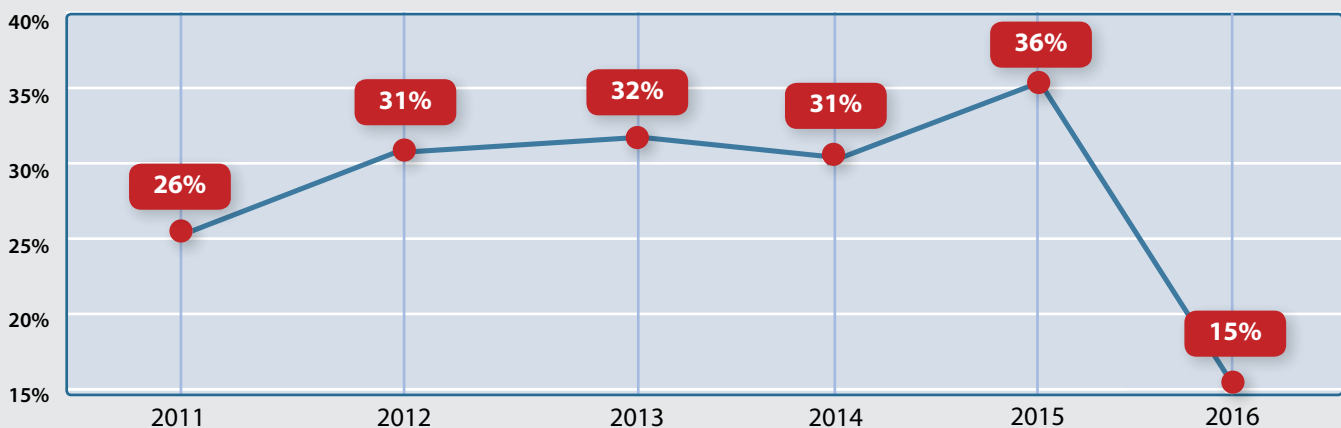


DRUG-IMPAIRED DRIVING (FARS)

Reduce the number of California drivers killed in crashes that tested positive for drug involvement 0.7 percentage points from the 2014 calendar base year of 31.0 percent to 30.3 percent by December 31, 2017.

RESULT: The number of California drivers killed in crashes that tested positive for drug involvement decreased 16 percentage points from the 2014 calendar base year of 31.0 percent to 15.0 percent.

DRUG-IMPAIRED DRIVING



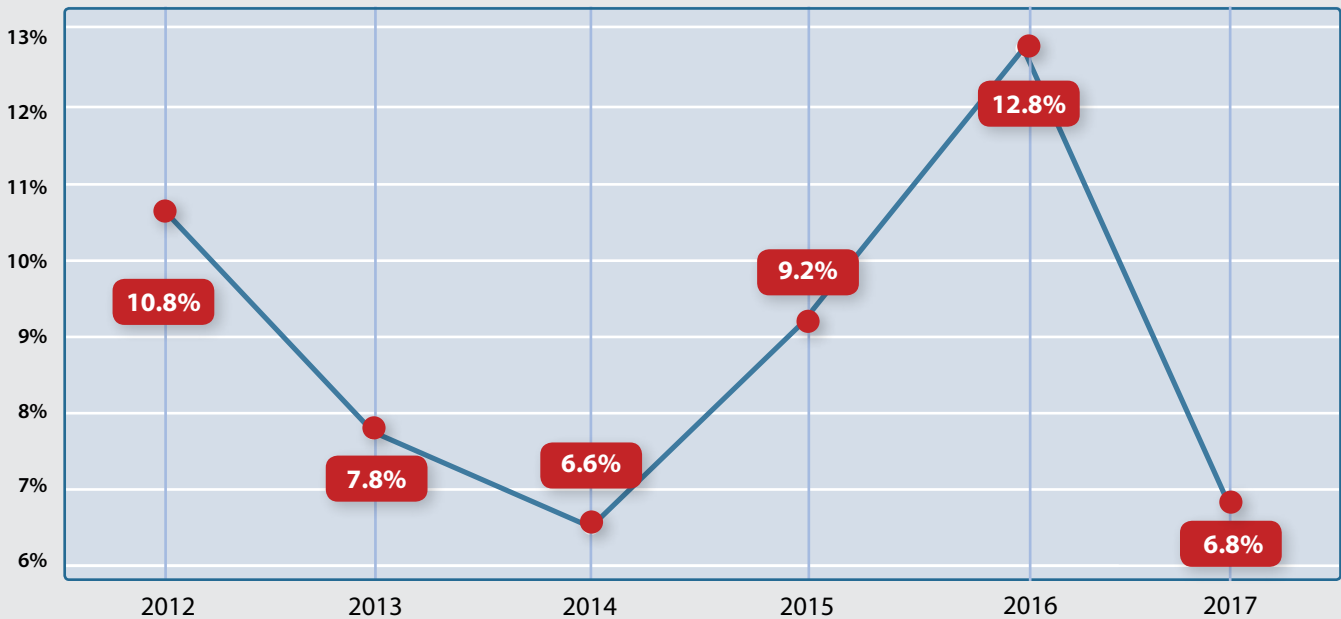
TRAFFIC SAFETY CORE PERFORMANCE MEASURES

DISTRACTED DRIVING (SURVEY)

Reduce the number of California drivers observed using a handheld cell phone or texting 1.1 percentage points from the 2015 calendar base year of 9.2 percent to 8.1 percent by December 31, 2017.

RESULT: Drivers observed using a handheld cellphone or texting decreased 2.4 percentage points from the 2015 calendar base year of 9.2 percent to 6.8 percent.

DISTRACTED DRIVING



TRAFFIC SAFETY CORE PERFORMANCE MEASURES

CORE OUTCOME MEASURES	Calendar Years				
	2012	2013	2014	2015	2016
C-1: Traffic Fatalities (FARS)	2,966	3,107	3,102	3,387	3,623
C-2: Serious Traffic Injuries (SWITRS)	10,864	10,664	10,995	11,942	Not Available
C-3: Fatalities/VMT (FARS/FHWA)	0.91	0.94	0.93	1.01	Not Available
C-4: Unrestrained Passenger Vehicle Occupant Fatalities in all Seating Positions (FARS)	496	516	479	568	586
C-5: Alcohol-Impaired Driving Fatalities (all fatalities involving a driver or a motorcycle operator with a Blood Alcohol Content (BAC) of .08 or greater) (FARS)	829	880	876	911	1,059
C-6: Speeding-Related Fatalities (FARS)	954	992	995	1,032	1,056
C-7: Motorcyclist Fatalities (FARS)	447	463	522	494	548
C-8: Unhelmeted Motorcyclist Fatalities (FARS)	32	35	24	23	25
C-9: Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	330	358	383	404	433
C-10: Pedestrian Fatalities (FARS)	653	734	709	819	867
C-11: Bicyclist Fatalities (FARS)	129	147	129	136	147

CORE BEHAVIOR MEASURE	Calendar Years					
	2012	2013	2014	2015	2016	2017
B-1 Statewide Observed Seat Belt Use For Passenger Vehicles, Front Seat Outboard Occupants (CSU Fresno Observational Survey)	95.5%	97.4%	97.1%	97.3%	96.5%	96.2%
ACTIVITY MEASURES	FFY 2017 (October 1, 2016 - September 30, 2017)					
A-1: Seat Belt Citations Issued During Grant-Funded Enforcement Activities	2,186					
A-2: Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	9,796					
A-3: Speeding Citations Issued During Grant-Funded Enforcement Activities	18,357					



ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

ADDITIONAL ACTIVITY MEASURES	Calendar Years				
	2012	2013	2014	2015	2016
Statewide DUI Arrests*	172,893	160,388	Not Available	Not Available	Not Available
Statewide DUI Conviction Rate*	74%	Not Available	Not Available	Not Available	Not Available
Statewide Seat Belt Violation Convictions**	220,900	193,633	164,970	135,364	103,511
Statewide Child Restraint Violation Convictions**	30,607	27,813	24,400	21,781	17,789
Statewide Speeding Convictions**	1,477,208	1,357,683	1,291,284	1,217,790	1,053,925
Hand-held Cell Phone Convictions**	425,041	399,064	331,312	237,642	178,539
Texting Convictions**	21,059	27,207	29,633	31,492	31,109
Hand-held Device by Someone Under Age 18**	114	89	84	96	421

ADDITIONAL OUTCOME MEASURES	Calendar Years				
	2012	2013	2014	2015	2016
Rural Fatalities/VMT (FARS/FHWA)	2.09	2.32	2.23	2.62	Not Available
Urban Fatalities/VMT (FARS/FHWA)	0.66	0.69	0.69	0.70	Not Available
Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled (SWITRS)	0.92	0.94	0.93	1.01	Not Available
Motor Vehicle Fatalities, Age 16 -19 (FARS)	180	216	222	219	225
Male	130	141	160	148	160
Female	50	75	62	71	65
Motor Vehicle Driver Fatalities, Age 16-19 (FARS)	79	72	92	98	110
Male	65	57	71	78	90
Female	14	15	21	20	20
Fatality Rate Per 100,000 Population (FARS)	7.80	8.10	8.02	8.69	9.23
Total Motor Vehicle Injuries (SWITRS)	226,544	223,128	230,904	254,515	278,000
Motor Vehicle Injuries, Age 16 -19 (SWITRS)	22,989	21,737	22,075	23,871	25,315
Hit-and-Run Fatal Collisions (FARS)	226	282	285	300	337
Hit-and-Run Injury Collisions (SWITRS)	14,629	14,119	15,422	17,223	19,996
Hit-and-Run Fatalities (FARS)	229	296	298	312	351
Hit-and-Run Injuries (SWITRS)	18,824	18,351	20,042	22,200	25,995
Fatal Collisions between 2100-0300 (FARS)	717	750	806	856	971
Injury Collisions between 2100-0300 (SWITRS)	20,149	19,427	21,106	22,943	25,942
Motor Vehicle Fatalities between 2100-0300 (FARS)	795	846	871	965	1,077
Motor Vehicle Injuries between 2100-0300 (SWITRS)	29,149	28,316	30,417	32,991	37,473

* DMV DUI Management Information System Report

** DMV

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
ALCOHOL-IMPAIRED DRIVING	2012	2013	2014	2015	2016
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- California	0.25	0.27	0.26	0.27	Not Available
Alcohol-Impaired Driving Fatality Rate -- Fatalities Per 100 Million Vehicle Miles Traveled (FARS) -- National	0.35	0.34	0.33	0.33	Not Available
Percent of Alcohol-Impaired Driving Fatalities (FARS)	28%	28%	28%	27%	29%
Driver Fatalities Age 16 -19 with BAC=.08+ (FARS)	19	18	16	21	30
Male	17	14	11	15	24
Female	1	3	5	6	6
Alcohol-Related Fatalities (at least one driver or nonoccupant had a BAC of .01 or greater) (FARS)	1,198	1,277	1,268	1,369	1,552
Alcohol-Related Injuries (SWITRS)	23,905	23,178	23,993	25,147	27,065
Alcohol-Related Injuries Age 16 -19 (SWITRS)	1,592	1,331	1,335	1,304	1,465
Driver Fatalities Age 16-19 with BAC=.01+ (FARS)	21	23	25	27	38
Male	19	19	19	18	31
Female	1	3	6	9	7
Driver Fatalities Age 20-25 with BAC=.01+ (FARS)	134	160	150	148	164
Male	115	133	120	125	129
Female	20	27	30	23	35

	Calendar Years				
BICYCLES	2012	2013	2014	2015	2016
Bicyclist Fatalities (FARS)	129	147	129	136	147
Bicyclist Injuries (SWITRS)	13,920	13,283	13,042	12,658	11,634
Bicyclist Fatalities Under Age 15 (FARS)	4	4	5	6	3
Bicyclist Injuries Under Age 15 (SWITRS)	1,834	1,429	1,398	1,203	1,103
Unhelmeted Bicyclist Fatalities (FARS)	129	147	129	136	147

	Calendar Years				
DISTRACTED DRIVING	2013	2014	2015	2016	2017
Cell Phone and Texting Survey	7.8%	6.6%	9.2%	12.8%	6.8%

	Calendar Years				
DRUG-IMPAIRED DRIVING	2012	2013	2014	2015	2016
Drivers Killed, Tested Positive for Drugs (FARS)	31%	32%	31%	36%	15%

ADDITIONAL TRAFFIC SAFETY PERFORMANCE MEASURES

	Calendar Years				
MOTORCYCLES	2012	2013	2014	2015	2016
Total Motorcycle Registrations (DMV)	832,304	857,624	862,705	884,665	Not Available
Motorcyclist Fatalities per 100,000 Motorcycle Registrations (FARS, DMV)	54	54	61	56	Not Available
Motorcyclist Injuries (SWITRS)	11,472	11,946	12,372	13,656	14,418
Percent of Known Helmeted Motorcyclist Fatalities (FARS)	93%	93%	95%	95%	95%
Percent of Improperly Licensed Motorcycle Operator Fatalities (FARS)	29%	33%	32%	33%	30%
Motorcycle Rider (Operator) Fatalities with BAC =.08+ (FARS)	98	104	138	93	129
Motorcycle Rider (Operator) Fatalities (FARS)	426	445	504	480	529
Percent of Motorcycle Rider (Operator) Fatalities with BAC=.08+ (FARS)	23%	23%	27%	19%	24%
Percent of Motorcyclists At-Fault in Fatal Motorcycle Collisions (SWITRS)	71%	68%	68%	70%	65%
Percent of Motorcyclists At-Fault in Injury Motorcycle Collisions (SWITRS)	57%	56%	56%	54%	55%
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and Speed was Primary Collision Factor (SWITRS)	30%	27%	27%	30%	28%
Percent of Total Motorcycle Fatal Collisions where Motorcyclist was at Fault and DUI was Primary Collision Factor (SWITRS)	13%	14%	12%	12%	13%

	Calendar Years				
OCCUPANT PROTECTION	2013	2014	2015	2016	2017
Percent of Known Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	34%	32%	34%	33%	Not Available
Teen Driver Seat Belt Use Rate (Statewide Observational Survey)	96.9%	95.2%	96%	96.4%	94.2%
Percent of Unrestrained Passenger Vehicle Occupant Fatalities Age 16 -19 (FARS)	43%	38%	34%	42%	Not Available
Child Safety Seat Use Rate (Statewide Observational Survey)	88.5%	90.7%	94%	94.6%	93.6%
Passenger Vehicle Occupant Fatalities Age 0-8 (FARS)	31	36	22	46	Not Available
Vehicle Occupant Injuries Age 0-8 (SWITRS)	5,088	5,104	5,999	6,585	Not Available

	Calendar Years				
PEDESTRIANS	2012	2013	2014	2015	2016
Pedestrian Injuries (SWITRS)	13,280	12,331	13,154	13,489	14,215
Pedestrian Fatalities Under Age 15 (FARS)	22	28	24	26	20
Pedestrian Injuries Under Age 15 (SWITRS)	2,069	1,973	1,876	1,778	1,696
Pedestrian Fatalities Age 65 and Older (FARS)	159	179	185	193	218
Pedestrian Injuries Age 65 and Older (SWITRS)	1,443	1,374	1,546	1,646	1,804

	Calendar Years				
SPEEDING AND AGGRESSIVE DRIVING	2012	2013	2014	2015	2016
Speeding Related Injuries (SWITRS)	70,291	70,447	72,291	80,104	90,658

STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

2017 STATEWIDE TRAFFIC SAFETY SURVEY

2017 marked the eighth year of the annual statewide traffic safety survey, intended to help continuously fine-tune traffic safety programs, enforcement efforts and public education campaigns to ensure they are effective and on target with individual populations.

California's 2017 survey included 1,368 drivers aged 18 and over at gas stations in 15 counties throughout Central, Northern and Southern California. Participants were asked a range of traffic safety questions regarding impaired driving, seat belts, distracted driving and traffic safety laws and campaigns. The figures below are the top line totals for each question.

TRAFFIC SAFETY SURVEY RESULTS DATA

In your opinion, what are the biggest safety problems on California roadways?	
Reply	2017
Speeding/Aggressive Driving	27.7%
Drunk Driving	22.9%
Texting on Cell Phone	14.7%
Talking on Cell Phone	11.9%
Other Driver Behavior	4.0%
Bad Road Surfaces	3.8%
Congestion on Roadways	2.3%
All Other/Don't Know	12.7%

In your opinion, what is the most serious distraction for drivers?	
Reply	2017
Texting While Driving	50.8%
Cell Phone Talking (hand-held or hands-free)	31.9%
General Mobile Device Use (talk, text, etc.)	2.2%
Other Drivers' Behavior	2.2%
Passengers in the Car	1.7%
Car Crashes/Vehicle Issues	1.4%
GPS/Navigation Systems	1.3%
Roadside Billboards	1.2%
All Others	7.3%

How often in the past 30 days have you texted or emailed while driving?	
Reply	2017
Regularly	12.7%
Sometimes	17.3%
Rarely	22.3%
Never	48.3%

How often in the past 30 days have you talked on a hand-held cell phone while driving?	
Reply	2017
Regularly	11.5%
Sometimes	15.0%
Rarely	20.6%
Never	52.9%

How often in the past 30 days have you talked on a hands-free cell phone while driving?	
Reply	2017
Regularly	38.2%
Sometimes	20.6%
Rarely	15.7%
Never	25.5%

Have you ever been hit or nearly hit by a driver who was talking or texting on a cell phone?	
Reply	2017
Yes	61.0%
No	39.0%

Have you ever made a driving mistake while talking on a cell phone?	
Reply	2017
Yes	49.3%
No	50.7%

What do you think is the likelihood of being ticketed for hand-held cell phone use or texting?	
Reply	2017
Very Likely	21.2%
Somewhat Likely	20.4%
Neither Likely nor Unlikely	14.5%
Somewhat Unlikely	19.3%
Very Unlikely	24.6%

STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

TRAFFIC SAFETY SURVEY RESULTS DATA (CONTINUED)

In the past 6 months, do you recall hearing or seeing: DDVIP Mobile App?	
Reply	2017
Yes	4.2%
No	95.8%

In the past 6 months, do you recall hearing or seeing any of the following messages?		
Reply	Yes	No
Drive Sober or Get Pulled Over	38.4%	61.6%
DUI Doesn't Just Mean Booze	29.3%	70.7%
Pedestrians Don't Have Armor	17.1%	82.9%

In the past 6 months, did you drive when you thought you had too much alcohol to drive safely?	
Reply	2017
Yes	10.1%
No	67.4%
I Don't Drink At All	22.5%

In the past 6 months, how often have you used a taxi or other ride service when drinking with others or alone?	
Reply	2017
Always	26.4%
Sometimes	17.8%
Rarely	13.9%
Never	41.9%

In the past 6 months, how often have you had a designated sober driver, including you?	
Reply	2017
Always	23.6%
Sometimes	21.1%
Rarely	16.1%
Never	39.2%

How likely is it for someone to get arrested if they drive drunk?	
Reply	2017
Very Likely	38.7%
Somewhat Likely	33.2%
Somewhat Unlikely	18.1%
Very Unlikely	10.0%

How serious of a problem is driving under the influence of drugs, including marijuana, prescription and illegal?	
Reply	2017
Very Big Problem	53.5%
Somewhat Of A Problem	34.5%
A Small Problem	9.1%
Not A Problem At All	2.9%

In the past 6 months, have you seen or heard anything about police setting up sobriety/DUI checkpoints to catch drunk drivers?	
Reply	2017
Yes	52.9%
No	47.1%

Do you support the use of sobriety/DUI checkpoints?	
Reply	2017
Yes	90.5%
No	9.5%

Do you think it's safe to drive 10 miles over the speed limit on freeways?	
Reply	2017
Yes	65.0%
No	18.7%
It Depends	16.3%

Do you think it's safe to drive 20 miles over the speed limit on freeways?	
Reply	2017
Yes	12.6%
No	71.0%
It Depends	16.4%

Do you think it's safe to drive 5 miles over the speed limit on residential streets?	
Reply	2017
Yes	40.3%
No	44.3%
It Depends	15.4%

STATEWIDE TRAFFIC SAFETY INTERCEPT SURVEY

TRAFFIC SAFETY SURVEY RESULTS DATA (CONTINUED)

What do you think the chances are of getting a ticket if you drive over the speed limit?	
Reply	2017
Very Likely	21.6%
Somewhat Likely	36.0%
Somewhat Unlikely	24.9%
Very Unlikely	17.6%

Do you think driverless vehicles will make our roadways safer?	
Reply	2017
Yes	27.7%
No	48.5%
It Depends	23.8%

How comfortable are you about sharing the road with driverless vehicles?	
Reply	2017
Very Comfortable	21.0%
Somewhat Comfortable	22.4%
Somewhat Uncomfortable	21.6%
Very Uncomfortable	35.0%

Do you think it is legal for bicyclists to ride on roadways when there is no bike lane?	
Reply	2017
Yes	72.2%
No	27.8%

Think of the times you have BEEN a pedestrian in the last 6 months. What safety problems did you experience?	
Reply	2017
Cars Not Stopping	28.9%
Distracted Drivers (Cell Phones)	21.1%
Cars Going Too Fast	17.0%
None	13.4%
Almost Getting Hit By Car	6.0%
Lack of Sidewalks/Clear Crosswalks	4.8%
Bicyclists Not Stopping	2.9%
Driver's Behavior (General)	1.2%
Drivers Turning Right Without Looking	0.7%



CALIFORNIA'S EVIDENCE-BASED ENFORCEMENT PROGRAM

California's Evidence-Based Enforcement Program included many enforcement objectives conducted by CHP and local agencies through statewide, regional and local grants. Grant-funded enforcement activities targeted alcohol-impaired driving, drug-impaired driving, motorcycle safety, distracted driving, pedestrian and bicycle safety, occupant protection, and integrated traffic safety enforcement focusing on top primary collision factors.

Enforcement grantees conducted a total of 957 DUI/Driver's License checkpoints, 4,707 DUI saturation patrols, and 156 repeat DUI offender warrant service operations (additional activities and details are listed on page 28). Grantees also conducted 6,078 traffic enforcement operations, 923 motorcycle safety enforcement operations, and 2,110 distracted driving enforcement operations (additional activities and details are listed on page 32). In addition, OTS grantees participated in various NHTSA enforcement campaigns such as "Click It or Ticket," "Winter and Summer Mobilizations," "Distracted Driving Awareness," and "Motorcycle Safety Month."

OTS maintained constant communication with its enforcement grantees, having reviewed over 1,000 press releases, conducted 29 grant performance reviews, and evaluated over 160 performance reports on a quarterly basis. OTS's law enforcement liaison assessed 27 DUI checkpoint operations and participated in over 100 enforcement meetings. Beyond enforcement activities, many of the grantees participated in OTS funded training opportunities which included SFST, ARIDE, DRE, and Illegal Street Racing training. In FFY 2017, 1,440 officers were trained in SFST, 4,613 officers were trained in ARIDE, and 414 officers were trained in DRE.



PROJECTS NOT IMPLEMENTED

The Los Angeles County Sheriff's Department Crime Lab grant (# DI1721) for the "Regional Drug-Impaired Driving Forensic Toxicology Program" was delayed by potential Buy America Act issues. The Buy America Act (Title 23, Section 313) prohibits the use of Federal highway safety grant funds to purchase manufactured products unless they are produced in the United States. Due to the prolonged delay, the grant was not implemented. A new grant for the same program was initiated in FFY 2018 under a new grant number.



PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING

GOAL: Reduce the number of persons killed in alcohol-involved collisions by September 30, 2017.

RESULT: Persons killed in alcohol-involved collisions increased 2 percent from 215 to 220.

GOAL: Reduce the number of persons injured in alcohol-involved collisions by September 30, 2017.

RESULT: Persons injured in alcohol-involved collisions increased 2 percent from 8,380 to 8,575.

GOAL: Reduce hit-and-run fatal collisions by September 30, 2017.

RESULT: Hit-and-run fatal collisions increased 36 percent from 127 to 173.

GOAL: Reduce hit-and-run injury collisions by September 30, 2017.

RESULT: Hit-and-run injury collisions increased 11 percent from 11,365 to 12,559.

GOAL: Reduce nighttime (2100 - 0259 hours) fatal collisions by September 30, 2017.

RESULT: Nighttime (2100 - 0259 hours) fatal collisions increased 10 percent from 342 to 375.

GOAL: Reduce nighttime (2100 - 0259 hours) injury collisions by September 30, 2017.

RESULT: Nighttime (2100 - 0259 hours) injury collisions increased 2 percent from 12,140 to 12,340.

GOAL: Reduce the number of motorcyclists killed in alcohol-involved collisions by September 30, 2017.

RESULT: Motorcyclists killed in alcohol-involved collisions decreased 14 percent from 29 to 25.

GOAL: Reduce the number of motorcyclists injured in alcohol-involved collisions by September 30, 2017.

RESULT: Motorcyclists injured in alcohol-involved collisions increased 19 percent from 290 to 345.



All data is self-reported by grantees and not verified by OTS.

PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

A summary of activities conducted by all OTS-funded grants with objectives related to alcohol and other drugs is provided in the following tables.

DUI ENFORCEMENT ACTIVITY	TOTAL
DUI/Drivers License Checkpoints	957
Vehicles Through Checkpoints	1,013,443
Drivers Contacted	683,294
Field Sobriety Tests Administered	8,806
DUI Arrests (Alcohol Only)	2,281
DUI Drug Arrests (Drug Only)	945
DUI Arrests (Alcohol/Drug Combination Only)	650
Drug Arrests (Possession, Transportation, Sales)	62
Criminal Arrests (Felony in Custody)	176
Recovered Stolen Vehicles	16
Suspended/Revoked Driver's Licenses	3,776
DUI Saturation Patrols Conducted	4,707
Vehicle Stops	64,049
Field Sobriety Tests Administered	14,027
DUI Arrests (Alcohol Only)	4,183
DUI Drug Arrests (Drug Only)	407
DUI Arrests (Alcohol/Drug Combination Only)	197
Drug Arrests (Possession, Transportation, Sales)	267
Criminal Arrests (Felony in Custody)	560
Recovered Stolen Vehicles	110
Suspended/Revoked Driver's Licenses	2,587
Repeat DUI Offender Warrant Service Operations	156
Warrant Service Attempts	2,993
Warrants Served (Arrests/Citations)	595
Court Sting Operations	34
Arrests from Court Sting Operations	113
Stakeout Operations Conducted	45
Arrests from Stakeout Operations	79
Officers Trained in Standardized Field Sobriety Testing (SFST)	1,440

PROGRAM GOALS, RESULTS, AND ACTIVITIES

ALCOHOL-IMPAIRED DRIVING (CONTINUED)

INTENSIVE SUPERVISION OF DUI PROBATIONERS	TOTAL
Total Probationers on Intensive Supervision	13,788
Attempted Field Contacts (all 'door knocks' whether successful or not)	13,934
Announced Field Contacts Made	212
Unannounced Field Contacts Made Without Search	2,854
Unannounced Field Contacts Made With Search	8,943
Office Contacts Made	19,298
Alcohol/Drug Tests (Persons Tested)	21,398
Positive Alcohol/Drug Tests	936
DUI Warrant Service Operations Completed	127
Warrant Service Attempts	1,019
Warrants Successfully Served	200



PROGRAM GOALS, RESULTS, AND ACTIVITIES

DISTRACTED DRIVING

GOAL: Reduce fatal collisions involving drivers using hand-held cell phones by September 30, 2017.

RESULT: Data not yet available.

GOAL: Reduce injury collisions involving drivers using hand-held cell phones by September 30, 2017.

RESULT: Data not yet available.

DRUG-IMPAIRED DRIVING

GOAL: Provide increased training to law enforcement on identifying drug-impaired drivers by September 30, 2017.

RESULT: A total of 414 officers were trained in DRE and 4,613 officers were trained in ARIDE.

SUPPORTING ACTIVITY	TOTAL
Officers Trained in ARIDE	4,613
Officers Trained in DRE	414
Persons trained in Drug Impairment Training for Educational Professionals (DITEP)	267

EMERGENCY MEDICAL SERVICES

GOAL: Decrease the average response time for the arrival of appropriate equipment at collision sites in rural areas by September 30, 2017.

RESULT: Six agencies were funded to purchase and place 14 fully equipped extrication systems in strategic locations within their rural jurisdictions.



OCCUPANT PROTECTION

GOAL: Increase seat belt compliance by September 30, 2017.

RESULT: Seat belt compliance decreased 3 percentage points from 81 percent to 78 percent.

GOAL: Increase child safety seat usage by September 30, 2017.

RESULT: Child safety seat usage was maintained at 65 percent.

GOAL: Reduce the number of vehicle occupants killed under the age of eight by September 30, 2017.

RESULT: Vehicle occupants killed under the age of eight was maintained at 2.

GOAL: Reduce the number of vehicle occupants injured under the age of eight by September 30, 2017.

RESULT: Vehicle occupants injured under the age of eight decreased 35 percent from 118 to 77.

SUPPORTING ACTIVITY	TOTAL
Child Passenger Safety Seat Certification Trainings	45
NHTSA-Certified Technicians Trained	728
NHTSA-Certified Instructors Trained	61
Child Passenger Safety Recertification Classes Completed	25
People Recertified (Current Techs)	367
People Recertified (Expired Techs)	88
Child Passenger Safety Seat Checkup Events	349
Child Safety Seats Properly Fit	16,278
New Child Safety Seats Distributed and Properly Fit	3,037
Child Safety Seats Distributed to People in Need	5,128
Child Safety Seats Inspected	15,527

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PEDESTRIAN AND BICYCLE SAFETY

GOAL: Reduce the total number of pedestrians killed by September 30, 2017.

RESULT: Pedestrians killed increased 23 percent from 591 to 725.

GOAL: Reduce the total number of pedestrians injured by September 30, 2017.

RESULT: Pedestrians injured decreased 0.4 percent from 13,366 to 13,310.

GOAL: Reduce the total number of bicyclists killed in traffic related collisions by September 30, 2017.

RESULT: Bicyclists killed in traffic related collisions decreased 26 percent from 130 to 96.

GOAL: Reduce the total number of bicyclists injured in traffic related collisions by September 30, 2017.

RESULT: Bicyclists injured in traffic related collisions decreased 15 percent from 11,084 to 9,380.

GOAL: Increase bicycle helmet compliance for children aged 5 to 18 by September 30, 2017.

RESULT: Bicycle helmet compliance for children aged 5 to 18 increased 10 percentage points from 43 percent to 53 percent.



PUBLIC EDUCATION ACTIVITY	TOTAL
School/Community Traffic Safety/Bicycle Rodeos	451
Students Participating	51,550
Bicycle Helmets Distributed	6,217
Bicycle Helmets Properly Fitted	8,677
Community Traffic Safety/Bicycle Rodeos	312
People Impacted	98,674
Bicycle Helmets Distributed	6,984
Bicycle Helmets Properly Fitted	7,857
Bicycle Helmets Distributed	10,288
Class Room/Parent Educational Workshops/Presentations	184
People Impacted	13,935



PROGRAM GOALS, RESULTS, AND ACTIVITIES

POLICE TRAFFIC SERVICES

GOAL: Reduce the total number of persons killed in traffic collisions by September 30, 2017.

RESULT: Persons killed in traffic collisions increased 11.4 percent from 1,126 to 1,254.

GOAL: Reduce the total number of persons injured in traffic collisions by September 30, 2017.

RESULT: Persons injured in traffic collisions increased 6.6 percent from 110,737 to 118,094.

LAW ENFORCEMENT ACTIVITY	TOTAL
Traffic Enforcement Operations Conducted	6,078
Vehicle Stops	113,897
Citations Issued	97,970
Distracted Driving Enforcement Operations Conducted	2,110
Vehicle Stops	33,147
Hand-Held Cell Phone Citations Issued	12,186
Texting Citations Issued	10,932
Individuals Under the Age of 18 That Received a Citation	244
Motorcycle Safety Enforcement Operations Conducted	923
Motorcycle Stops	2,671
Motorcycle Citations	2,113
Vehicle Stops	13,625
Vehicle Citations	11,359
Field Sobriety Tests Administered to Motorcyclists	98
Field Sobriety Tests Administered to Other Drivers	123
DUI Arrests of Motorcyclists (Alcohol Only)	13
DUI Arrests of Other Drivers (Alcohol Only)	38
DUI Drug-Impaired Arrests of Motorcyclists [VC-23152(e)]	2
DUI Drug-Impaired Arrests of Other Drivers [VC-23152(e)]	6
DUI Arrests (Alcohol/Drug Combination) of Other Drivers	4
Drug Arrests (Possession, Transportation, Sales)	24
Criminal Arrests (Felony in Custody)	51
Suspended/Revoked Driver's Licenses	326
Motorcycle License Endorsement [VC-12500(b)]	209
Recovered Stolen Vehicles	7
Nighttime (2100 - 0259 hours) "Click It or Ticket" Enforcement Operations Conducted	233
Vehicle Stops	2,656
Seatbelt Citations Issued	1,241
Child Safety Seat Citations Issued	54
Bicycle and Pedestrian Enforcement Operations Conducted	1,754
Bicycle Stops	7,198
Bicycle Citations Issued	5,614
Pedestrian Stops	10,885
Pedestrian Citations Issued	8,084
Vehicle Stops	22,952
Vehicle Citations Issued	20,691
Enforcement Operations Conducted Targeting Drivers Exhibiting Excessive Speed	1,420
Citations Issued	18,357

PROGRAM GOALS, RESULTS, AND ACTIVITIES

TRAFFIC RECORDS/ROADWAY SAFETY

GOAL: Ensure public works and enforcement agencies have timely access to current and complete traffic data necessary to identify, isolate, and analyze critical traffic safety issues.

RESULT: Nine agencies were funded for the improvement and enhancement of several statewide traffic records databases.

TRAFFIC SAFETY EDUCATION

STATEWIDE TRAINING

In 2017, OTS celebrated 50 years of serving the public to reduce deaths, injuries, and economic losses as a result of traffic collisions on California's roadways. In honor of this milestone, OTS conducted two one-day Traffic Safety Summits which acknowledged the significant accomplishments in traffic safety since 1967 and also provided a forum for discussion on future challenges and questions that need to be addressed as a new era of transportation unfolds. Approximately 350 traffic safety professionals from state and local agencies attended the Summits. In addition, in partnership with the Southern California Traffic Safety Training Network, OTS sponsored a three-day Prosecution and Law Enforcement Traffic College which provided training for over 100 law enforcement officers and prosecutors.



GENERAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Bicycle Safety	719
People Impacted	209,232
Child Passenger Safety	952
People Impacted	31,286
Distracted Driving	1,703
People Impacted	302,229
Impaired Driving	857
People Impacted	121,661
Motorcycle Safety	133
People Impacted	23,900
Occupant Protection	21
People Impacted	1,493
Pedestrian Safety	711
People Impacted	197,665
Senior Driver	440
People Impacted	16,962
Teen Driver	142
People Impacted	14,169

PROGRAM GOALS, RESULTS, AND ACTIVITIES

SPECIAL TRAFFIC SAFETY PRESENTATIONS	TOTAL
Every 15 Minutes	167
People Impacted	153,442
Sober Graduation	60
People Impacted	12,128
Speeding	410
People Impacted	118,012
Start Smart	561
People Impacted	141,233

PUBLIC RELATIONS, ADVERTISING AND MARKETING

GOALS

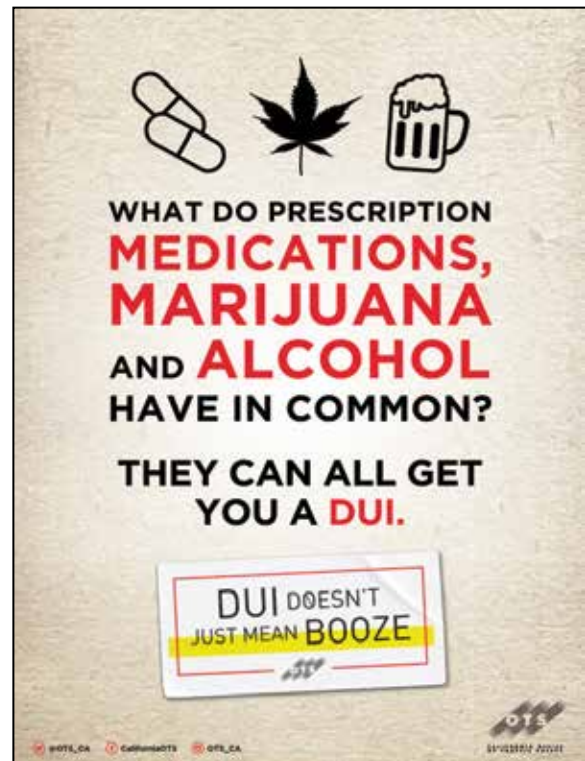
OTS Marketing and Public Affairs supports the OTS mission of reducing deaths, injuries, and economic losses resulting from traffic crashes by creating and implementing comprehensive public awareness programs designed to improve and encourage safe driving practices statewide. In addition, OTS initiates contact with, responds to, and strives to be the primary source for the press and others, providing information and best practices messaging relating to traffic safety issues. These efforts are intended to make safe driving the behavior of choice for all Californians, including at-risk and under-served communities. OTS recognizes the challenge of reaching a diverse and widespread population of over 39 million people, including 26 million licensed drivers, and creates its public awareness efforts to best and most effectively reach them.

RESULTS

In FFY 2017, OTS Marketing and Public Affairs was instrumental in the successful implementation of multiple statewide and regional campaigns and outreach efforts. More Californians and visitors are being reached with traffic safety messaging, in more ways, than ever before. OTS campaigns and campaign materials won 11 Gold, Silver, or Distinction awards from multiple professional organizations.

DUI CRACKDOWN CAMPAIGN

In December, OTS worked to change the perception that DUIs aren't only caused by alcohol by adding a marijuana and prescription medication component to its annual anti-DUI public awareness efforts. OTS began its planning for what became the "DUI Doesn't Just Mean Booze" campaign even before California voters passed Proposition 64 legalizing marijuana.



PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)

The campaign began with a well-covered press event resulting in nearly 1.5 million impressions. Ongoing outreach activities included partnership development, graphic design, collateral distribution, media relations, television and radio commercial placement, public affairs interviews, and social media. The OTS portion of the effort generated more than 72 million audience impressions from earned media placements, paid advertising, and public service announcements. Collectively the campaign generated more than \$1.3 million in added value.

In addition, OTS undertook its third straight year-round effort of managing and promoting our original mobile app, “DDVIP.” The message conveyed was that designated sober drivers are the heroes of any night out and encouraged people to download and use the DDVIP app to get free non-alcoholic drinks and other free considerations for designated drivers from participating bars. The app has garnered 39,200 downloads by the end of FFY 2017, an increase of 18 percent during the year. The bars and restaurants across the State that honor and promote DDVIP now number 1,004 and is still climbing.

DISTRACTED DRIVING

On January 1, 2017, a new cell phone law went into effect in California. The new law recognized the technological advances that had taken place since the first laws were enacted in 2008, primarily the advent and subsequent almost universal use of Smartphones. The public had become so dependent upon what Smartphones can deliver that



they are loath to stop using them, even when fully knowledgeable of the dangers when driving. Though falling short of an outright ban while driving, the new law outlaws all hand-held uses of mobile devices. No more grey areas.

In order to bring this message to the public, OTS delivered two similar campaigns – a short one surrounding the advent of the law and a longer, more comprehensive one during April’s Distracted Driving Awareness Month. OTS created the “Hands Free to Drive” campaign to stress the dangers of distracted driving behaviors while behind the wheel. In particular, the campaign placed a strong focus on educating drivers on the new law and its financial implications, while also promoting a new and informative website: handsfreetodrive.com. OTS created “Celly”, a mascot modeled after a cellphone with campaign messaging, and toured events around the state with a team warning young and old alike that driving while distracted is dangerous and prohibited.

Ongoing outreach activities included partnership development, graphic design, collateral distribution, media relations, PSA placement, public affairs program interviews, and social media. OTS

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)

established partnerships statewide with a variety of businesses including insurance agencies, libraries, high schools, colleges, driving schools, chambers of commerce, and auto body shops to receive and distribute campaign-themed collateral pieces for distribution to their patrons, including tip cards, bookmarks and posters. A campaign newsletter distributed to more than 800 partnering businesses and organizations throughout the state provided information on the new campaign and distracted driving law. By the end of FFY 2017, OTS grew the distracted driving partnerships to nearly 1,600 partners and distributed more than 126,000 pieces of campaign-themed collateral.

The paid media campaign generated more than 118 million impressions including nearly 9 million impressions in added value totaling more than \$136,000.



PEDESTRIAN SAFETY

OTS has had great success with its “Pedestrians Don’t Have Armor” campaign for two years. The campaign aimed to place equal responsibility on both drivers and pedestrians, highlighting the importance of pedestrian safety awareness regardless of whether one is on foot or behind the wheel. The creative direction for the campaign centered on “Pete Walker”, an everyday pedestrian clad in a full suit of car armor to illustrate that in real life, pedestrians don’t have armor.

During FFY 2017, four additional car-part suits were made. OTS solicited grantees in San Diego, Los Angeles, Shasta, Sacramento and the Bay Area to host the new suits. Each host then solicited community and government organizations to utilize the suits, along with OTS-supplied collateral materials, to take part in community events. This allowed OTS to reach down to the community

level with much less resource outlay than if we had attempted to keep it in-house. It also brought the campaign presence in front of the public statewide for the entire year, vastly extending its reach.

Due to a delay in executing a new contract for advertising and marketing services, there was no budget in place to mount a full public awareness campaign during September, California Pedestrian Safety Month. Instead, OTS changed tactics to promote the designated safety month with increased earned media. The major campaign components, including paid media, were moved to October, starting with National Walk to School Day. The full campaign description and outcomes will be in the FFY 2018 Annual Report.



PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)

YEAR-ROUND EFFORTS

Public awareness activities in support of DUI, distracted driving, pedestrian safety, and other traffic safety issues were not limited to the traditional, NHTSA designated time periods. OTS expanded them to continue throughout the year so that the public had constant exposure to the messaging.

The anti-DUI effort was not confined to the holiday period or DDVIP alone, but was planned and executed to have year-round and lasting impact through a continuous and active designated sober driver effort partnering with 1,004 bars and restaurants, 26 regional winery associations encompassing 1,700 member wineries, and 583 commercial transportation companies throughout the State. The newly implemented “DUI Doesn’t Just Mean Booze” campaign garnered 90 partner coffee establishments, 76 cannabis dispensaries, 316 smoke shops, and 55 pharmacies by the end of FFY 2017.



To brand awareness of its “DUI Doesn’t Just Mean Booze” campaign and “DDVIP” messaging, OTS partnered with Ovations Food Services, which manages the food, beverage, merchandise, and hospitality services at numerous sports, fair, and entertainment venues throughout the State. Under the partnership, OTS and Ovations-Spectra worked together to incorporate sober driving and DDVIP app messaging on 1.9 million beer/cocktail cups and other promotional items which were distributed through 12 of its fairground and event facilities. In addition to the cups -- posters, bar mats, coasters, and buttons were distributed at each of the facilities. Combined with the cups, the partnership was able to reach more than 14.5 million people over the course of the year.

OTS continued its multi-year partnership with the Sacramento River Cats and Raley Field to promote anti-DUI and distracted driving messaging via the venue’s bars, radio, website, scoreboard, concourse, and bathroom advertising opportunities. This effort earned OTS nearly 1.2 million audience impressions throughout the course of the partnership.

OTS also continued its newsletter story distribution program to support anti-DUI, distracted driving, and other traffic safety issues. The individual stories were offered in both long and short forms, and depending on the topic, distributed to a wide variety of public and private organizations that have requested to receive them.

SEAT BELT MOBILIZATIONS

Due to California’s seat belt usage rate of over 96 percent, there was no paid media or heavy outreach campaigns for “Click It or Ticket.” However, OTS and many of its grantees continued with earned media messaging; both on a statewide and local level, plus over 650 permanent road signs remain in place. All indications were that both the media and public were under the impression that “Click It or Ticket” special enforcement was continuing unabated.

PROGRAM GOALS, RESULTS, AND ACTIVITIES

PUBLIC RELATIONS, ADVERTISING AND MARKETING (CONTINUED)

GRANTEE MEDIA RELATIONS

OTS Public Affairs regularly provides technical assistance to local grantees in their communications and outreach efforts. In FFY 2017, Marketing and Public Affairs supported grantees in the development of press materials and the planning of media events. OTS assisted local grantees by developing press release templates to announce their grants and to publicize their operations year-round. The templates were made available on the OTS website for easy downloading and use. OTS aided grantees by participating in print and broadcast media interviews to underscore the key points regarding impaired driving, occupant protection, distracted driving, and police traffic services, among others. Nearly 250 grant kickoff press releases and over 900 operation/activity press releases from grantees were reviewed and edited as needed.

SOCIAL MEDIA

FFY 2017 saw a continuing expansion of OTS presence on social media. Due to aggressive marketing, eye-catching graphics, photos, videos, stimulating posts, and choreographed conversational interaction, OTS Facebook nearly doubled in followership during the year, and now stands at just over 60,000 followers. Similar engagement strategies were used within OTS Twitter, which increased during the year by 20 percent, currently standing at over 10,000 followers. The OTS YouTube Channel has been effectively used as both a repository and convenient link for our own videos and as a landing spot for related videos from others. The OTS Instagram, although active and engaging, has not yet become a major source of followers.



INSTITUTIONAL PARTNERING

OTS continued to build on highly successful cooperative promotional activities with NHTSA, Mothers Against Drunk Driving (MADD) and other national institutions, and industry groups including iHeart Media, Spectra Event Partnership, Sacramento River Cats and Raley Field, multiple winery regional associations, trucking associations, bar and restaurant chains, coffee shops, senior centers, schools, libraries, cannabis dispensaries, smoke shops, and pharmacies. OTS partnerships with other state agencies have been particularly effective, including the DMV, CHP, ABC, Department of Public Health, and Caltrans. The use of Caltrans changeable message signs for traffic safety during the holiday "DUI Crackdown", "Click It or Ticket" and distracted driving periods, have reached tens of millions of freeway drivers repeatedly with the traffic safety message.

2017 PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING

HIGH VISIBILITY ENFORCEMENT

Law enforcement agencies conducted high visibility enforcement during the NHTSA Summer and Winter mobilizations. During these campaigns, officers conducted DUI checkpoints, roving DUI patrols, and DUI warrant/probation operations for those who failed to comply with court orders and habitual offenders identified as the worst-of-the-worst. Agencies also conducted 'DUI Doesn't Just Mean Booze' media efforts and DUI enforcement during Super Bowl Sunday, St. Patrick's Day, Cinco de Mayo, Halloween, and other local festivals and events with identified DUI problems. Local and regional media efforts were coordinated focusing on the awareness of impaired driving and the effects of illicit drug use and prescription medication when combined with alcohol, the tragedy caused by one's choice to drive impaired, and the importance of designating sober drivers.



ALCOHOL AND DRUG-IMPAIRED DRIVER VERTICAL PROSECUTION PROGRAM

OTS funded 19 grants that specialized in the prosecution of DUI offenders in which each case was handled by a single, specially trained, dedicated prosecutor from start to finish. Prosecution of alcohol and drug-impaired driving cases was improved because of the elevated skill and reputation of the dedicated prosecutors, better communication with law enforcement, and enhanced training for both attorneys and officers. The dedicated attorneys developed expertise that was recognized by judges and the defense bar. Recipients reported that sentences have improved as a result of attorneys' ability to educate judges about DUI laws. The increased skills and abilities of the grant-funded prosecutors trickled down to other deputies through

mentoring and shared training, thus improving the results of all alcohol and drug-impaired driving cases. Streamlined communication between arresting officers and the attorneys handling the cases was a commonly mentioned benefit of these grants. Officers learned that they have a single point-person for alcohol and drug-impaired driving cases in the event of unique circumstances. Attorneys were able to identify any deficiencies in investigations or reports and communicate their needs to the officers. The communication and relationships were bolstered by the attorneys' participation in DUI patrol ride-a-longs and attendance at checkpoints.



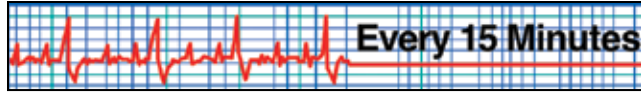
PROBATION DEPARTMENTS – INTENSIVE SUPERVISION OF DUI PROBATIONERS

California's high-risk DUI probationers continue to be intensively supervised to ensure compliance with court-ordered terms and to be held accountable when falling short of compliance. Throughout FFY 2017, grants to 13 county probation departments (Butte, Contra Costa, Fresno, Kern, Los Angeles, Placer, Sacramento, San Bernardino, San Diego, San Joaquin, Santa Barbara, Solano, and Tulare) facilitated the supervision of rotating caseloads numbering more than 1,590 probationers. Probationers were required to complete alcohol education programs, keep regularly scheduled office appointments, and were subjected to random after-hours home searches that included alcohol testing. Many of the probation departments participated in DUI warrant service operations with local enforcement agencies within their counties. Intensive supervision compels the vast majority to adhere to their terms of probation; however, when probationers failed to comply they were held accountable.

2017 PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING

(CONTINUED)



TEEN OUTREACH ON DRINKING AND DRIVING

CALIFORNIA HIGHWAY PATROL

The CHP provided the Every 15 Minutes (E15M) program, Sober Graduation events, and educational presentations to high schools, community based organizations, fire and health departments, and local law enforcement agencies throughout California. Statewide, uniformed CHP staff facilitated 167 E15M programs impacting over 153,000 students, 60 Sober Graduation events impacting over 12,000 students, and conducted 123 educational programs and presentations. In addition, educational materials emphasizing the consequences of drinking and driving were distributed.

REGIONAL CAMPAIGN AGAINST IMPAIRED DRIVERS III

CALIFORNIA HIGHWAY PATROL

The CHP conducted two regional traffic safety campaigns focused on reducing traffic collisions attributed to DUI of alcohol and/or drugs within San Diego and Ventura CHP jurisdictional areas. Both campaigns included local community-based task forces, enhanced enforcement, and 47 impaired

driving traffic safety presentations which impacted 10,170 people. During enforcement operations, CHP officers in both regions conducted 293 roving patrols resulting in 143 DUI arrests, issued 2,005 citations and 1,127 verbal warnings, provided 208 motorist assists, and aided 151 disabled motorists. During traffic stops and motorist assists, CHP officers distributed grant-funded posters, brochures, postcards, and pocket-sized emergency reference cards to help promote anti-DUI traffic safety awareness. The education materials were reproduced in English and Spanish and were also distributed at public events, military bases, local business employee safety days, health fairs, teen and new driver training classes, and high schools and college campuses throughout San Diego and Ventura Counties.

DUI BREATH ALCOHOL INSTRUMENTATION

CONTRA COSTA COUNTY OFFICE OF THE SHERIFF FORENSIC SERVICES DIVISION

The Contra Costa County Forensics Crime Lab implemented a county wide project to replace 24 Evidential Breath Testing devices. Additionally, training was conducted for laboratory and law enforcement personnel on the theory and operation of the new breath alcohol instruments in order to ensure that the Criminalistics Laboratory was able to maintain an effective and efficient breath alcohol program for law enforcement agencies. A total of 54 courses were conducted in which 1,016 law enforcement personnel were trained.



2017 PROGRAM AREA HIGHLIGHTS

ALCOHOL-IMPAIRED DRIVING

(CONTINUED)



COMBINED RESPONSIBILITY TO EDUCATE AND ELIMINATE DRUNK DRIVING/MADD

CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL

Mothers Against Drunk Driving (MADD) continued its collaborative efforts with ABC and implemented educational programs statewide to increase public awareness of the human toll impaired driving has taken throughout California communities. These programs united MADD with like-minded community partners focused on eliminating drunk driving and supporting underage drinking prevention. These collaborations allowed MADD to distribute 277,190 pieces of educational material, participate in 133 resource/health and safety events, and participate in 86 DUI checkpoints in support of local law enforcement. MADD also conducted over 331 presentations reaching a combined audience of over 74,800. These presentations included Power of Parents, Power of Youth, and Zero Tolerance/Victim Story presentations. In addition, MADD utilized a peer-to-peer presentation model to conduct Teen Influencer Group programs allowing teens to present underage drinking prevention programs to their peers.

DISTRACTED DRIVING

INTERVENTIONS TO REDUCE DISTRACTED DRIVING

UNIVERSITY OF CALIFORNIA, SAN DIEGO

The Training, Research and Education for Driving Safety (TREDS) program at UC San Diego



implemented two distracted driving interventions: “Just Drive – Take Action Against Distraction” targeted the general public; and “Distraction Overload – Risk Reduction for First Responders” focused on law enforcement officers. The ‘Just Drive’ curriculum reached over 2,200 persons and ‘Distraction Overload’ was delivered to over 4,100 uniformed patrol officers. In addition, TREDS delivered a train-the-trainer program to 301 officers from the California Highway Patrol for each of the interventions. Evaluations of both programs were positive, resulting in improved knowledge among participants and motivation to change behavior. In addition, a curriculum addressing distracted and drowsy driving among commercial drivers was developed.

TEEN DISTRACTED DRIVERS EDUCATION AND ENFORCEMENT (TDDEE) VI

CALIFORNIA HIGHWAY PATROL

The CHP partnered with the non-profit education and awareness organization, Impact Teen Drivers, to implement a program focused on reckless and distracted driving among teens. The program provided a public awareness, educational, and social media campaign, and provided effective tools in communicating the importance of driving safely by including teachers, parents, and teen groups. A total of 825 educational presentations were conducted reaching 85,133 people throughout the State. In addition, 49 teen distracted driver enforcement operations were also conducted.



2017 PROGRAM AREA HIGHLIGHTS

DISTRACTED DRIVING (CONTINUED)



ADULT DISTRACTED DRIVERS **CALIFORNIA HIGHWAY PATROL**

The CHP conducted a statewide enforcement and education campaign designed to bring distracted driving behaviors to the attention of the motoring public and to reduce the number of traffic collisions in which distracted driving was an associated factor. This campaign included traffic safety presentations to help educate the public on the different types of distractions, the dangers of distracted driving, and included proactive measures to avoid distracted driving. A total of 730 traffic safety presentations were conducted, reaching 67,397 people.

DRUG-IMPAIRED DRIVING

CALIFORNIA TRAFFIC SAFETY RESOURCE PROSECUTOR TRAINING NETWORK

ORANGE COUNTY DISTRICT ATTORNEY'S OFFICE

The Orange County District Attorney's Office (OCDA) continued its partnership with OTS to develop multiple subject matter experts in the management of impaired-driving cases. The OCDA vertical prosecution trial team reviewed and filed hundreds of impaired-driving cases, and secured convictions on over one hundred drug-related charges. A Southern California Training Network was established as well, through which training materials were shared to provide thorough and timely responses to inquiries related to impaired-driving investigations from both prosecutors and law enforcement. OCDA also hosted a four-day traffic college course for prosecutors and law enforcement, which focused on various aspects of traffic safety

investigations and prosecutions including report-writing, courtroom testimony, a full day mock trial component, and a live alcohol workshop. In addition, OCDA expanded its education and outreach efforts by beginning production on two public service announcement videos, and has initiated the development of a youth outreach project dedicated to raising awareness among high school students of the dangers of marijuana and prescription drugs as they relate to driving.



DRUG RECOGNITION EVALUATOR PROGRAM

CALIFORNIA HIGHWAY PATROL

The CHP continued their statewide DRE project, training law enforcement officers and other pertinent members of the community on drug recognition and impairment. The training programs conducted included 14 DITEP courses in which 267 educational professionals were trained, 284 ARIDE classes in which 4,613 CHP and allied agency personnel were trained, and 77 SFST classes in which 1,440 officers were certified. Additionally, a total of 414 new DREs were certified. The CHP Drug Evaluation and Classification Program (DECP) supported DREs from Arizona, Colorado, Minnesota, New Mexico, Washington, and Wyoming. The DECP staff assisted with the training and certification of officers as DREs and DRE instructors from these states.

STANDARDS AND TRAINING IN DRIVING UNDER THE INFLUENCE OF DRUGS TOXICOLOGY

ORANGE COUNTY SHERIFF-CORONER DEPARTMENT CRIME LABORATORY

The Orange County Crime Laboratory's Standards and Training project provided training and resource opportunities to forensic toxicologists. The laboratory

2017 PROGRAM AREA HIGHLIGHTS

developed curriculum, coordinated expert instructors from around the state and country, and provided workshops in the areas of method development and DUID expert testimony. In total, over 100 individuals attended the method development workshops and over 80 individuals attended the expert testimony workshops. In addition to training toxicologists, the laboratory organized a statewide meeting with representatives from toxicology laboratories throughout the state. This collaboration resulted in the development of standards of practice for California's public DUID Toxicology laboratories, therefore establishing a framework of minimum testing protocol standards that all laboratories should aim to achieve.

EMERGENCY MEDICAL SERVICES

REGIONAL COLLISION RESPONSE AND EXTRICATION IMPROVEMENT PROGRAM

RESCUE FIRE PROTECTION DISTRICT

The Rescue Fire Protection District provided new extrication equipment and tools to seven fire stations located throughout El Dorado County. The new extrication equipment replaced outdated equipment that was unreliable and cumbersome to use. The new tools are lighter, stronger and faster, and compatible with new vehicle technology. Rescue Fire Department trained more than one hundred firefighters in the use of the new equipment and provided several



demonstrations to the public. Average extrication times dropped from 20 minutes to approximately 15 minutes. The decrease in extrication time has allowed for faster transportation and treatment of collision victims within El Dorado County.

MOTORCYCLE SAFETY

VISION ZERO MOTORCYCLE EDUCATION CAMPAIGN

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

In keeping with San Francisco's Vision Zero policy to end all fatalities and serious injuries on the city's roads, the SFMTA executed the first year of a three-year motorcycle education campaign pilot. In partnership with the SF Department of Public Health and dozens of stakeholders in the community, the program first developed a best-practices study of motorcycle safety education that informed the work going forward. Using that study, the SFMTA created outreach materials that were widely distributed to places in which motorcycle riders frequently visit. With the SF Police Department, the SFMTA crafted a Motorcycle Safety Ambassador Training series to harness the close-knit motorcycle riding community. Six of these trainings were held at motorcycle shops around the city, and dozens of influential riders in the community became better equipped to be ambassadors of safety in their social circles. Additionally, a San Francisco-specific motorcycle safety video was produced for sharing on social media or for use in trainings for riders who are new to the city. This was the first motorcycle-specific safety education campaign in San Francisco and the first motorcycle-specific Vision Zero-related program in the US.



2017 PROGRAM AREA HIGHLIGHTS

OCCUPANT PROTECTION

KEEPING BABY SAFE - RIGHT FROM THE START

BUTTE COUNTY PUBLIC HEALTH DEPARTMENT

With California's new child passenger safety law requiring all children under two years old to ride rear facing in an appropriate child safety seat unless they are either 40 pounds or 40 inches tall, Butte County Public Health Department recognized a key opportunity to improve the safety of infants and children under two years of age travelling in motor vehicles. Activities included: presentations in pediatrician offices and childbirth and WIC classes; distribution of over 5,000 copies of educational materials disseminated in 48 countywide locations; two NHTSA certification courses resulting in 34 new Child Passenger Safety Technicians and one recertification course resulting in an additional five Child Passenger Safety Technicians; the establishment of two new fitting stations for Butte County residents; six "roll call trainings" resulting in 75 law enforcement officers trained in all laws related to occupant protection; 49 traffic safety education classes impacting 583 parents, caregivers, and professionals; and seven child safety seat checkup events. Through the classes, checkup events and fitting stations, 106 grant-funded child safety seats were distributed.



DRIVER ORIENTATION SCREEN
FOR COGNITIVE IMPAIRMENT

TRAINING PROFESSIONALS TO PROMOTE OLDER DRIVER SAFETY

UNIVERSITY OF CALIFORNIA, SAN DIEGO

The Training, Research and Education for Driving Safety (TREDS) program at UC San Diego provided training to health care providers, law enforcement officers, and other professionals to improve their ability to identify and manage the referral of older adults with impairments that affect driving. Training topics included cognitive and physical impairment, medications, and criteria for reporting drivers for re-examination by the California Department of Motor Vehicles (DMV). TREDS reached target audiences through in-person and online trainings, publications, and outreach to medical schools, training over 650 clinicians and distributing over 3,100 screening guides. TREDS also collaborated with the California Highway Patrol to train approximately 5,000 CHP officers on the Driver Orientation Screen for Cognitive Impairment. Training on driving impairments associated with medical conditions and older roadway users was delivered to additional audiences, including DMV Driving Safety Hearing Officers and the California District Attorneys Association.

2017 PROGRAM AREA HIGHLIGHTS

OCCUPANT PROTECTION (CONTINUED)

KEEPING EVERYONE SAFE



CALIFORNIA HIGHWAY PATROL

The CHP implemented a statewide project to address the need for established safety and mobility programs for older drivers to prevent traffic injuries and fatalities. The project promoted the establishment of multidisciplinary community-based collaborative groups who assessed safety and mobility issues and made recommendations to address the needs of the senior driving community. The collaborative groups included members from public and private organizations, including law enforcement personnel, health and aging professionals, and transportation agency representatives. The CHP also partnered with the DMV to educate the motoring public with specific emphasis on older drivers. A total of 422 senior driver traffic safety presentations were conducted, impacting 16,262 people.

PEDESTRIAN AND BICYCLE SAFETY

COMMUNITY-BASED BICYCLE AND PEDESTRIAN SAFETY PROGRAM

UC BERKELEY SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

The Community-Based Bicycle and Pedestrian Safety Program targeted underserved communities to assist in building their capacity to address and improve the safety of bicyclists and pedestrians. This program provided 25 community- or school-based workshops, and three trainings concentrated on providing technical assistance for focus cities on how to map traffic injury collisions and how to conduct community outreach, directly reaching approximately 500 people. The project also produced manuals on

safe routes for seniors and Vision Zero, as well as articles distributed to the media which supported the trainings and assisted in expanding the reach of the safety messages.

TRAFFIC SAFETY PROGRAM FOR K-8 STUDENTS AND SENIOR ADULTS

CITY OF SAN LEANDRO

The City of San Leandro identified that pedestrians and bicyclists under the age of 15 faced challenges in negotiating traffic and that senior adults were vulnerable to pedestrian related collisions. This program focused on traffic safety education programs for these at-risk populations while also raising awareness of traffic safety for all ages. More than 3,500 kindergarten – 8th grade students and 700 senior adults participated in traffic safety education workshops, presentations, and community events throughout the city. In addition, by partnering with the OTS safety campaign “Pedestrians Don’t Have Armor,” the program also highlighted the importance of pedestrian safety awareness, whether one is on foot or behind the wheel, and supported more than 25 pedestrian safety activities in San Leandro and surrounding communities.



2017 PROGRAM AREA HIGHLIGHTS

PEDESTRIAN AND BICYCLE SAFETY (CONTINUED)

VISION ZERO EDUCATION STRATEGY

LOS ANGELES DEPARTMENT OF TRANSPORTATION

The Los Angeles Department of Transportation partnered with seven community-based nonprofits to implement traffic safety campaigns in eight high risk traffic safety corridors. This program tailored traffic safety messages to specific neighborhoods and each educational message was delivered by trusted voices in each community. Different approaches to communicate the importance of traffic safety to pedestrians and bicyclists were utilized, such as art, performance, and visual installations. The program engaged over 10,000 people in Vision Zero traffic safety education, and over 2,500 people participated in a traffic safety survey. Approximately 70 percent of survey respondents lived or worked in neighborhoods with Vision Zero activations and 65 percent of respondents indicated that pedestrian and bicycle safety was an extremely important traffic safety issue for the city of Los Angeles.



PEDESTRIAN AND BICYCLE SAFETY SAN DIEGO POLICE DEPARTMENT

The San Diego Police Department partnered with the San Diego County Bicycle Coalition and Circulate San Diego to provide pedestrian and bicycle safety



education for bicyclists and pedestrians in schools and communities. Activities included school and community bike rodeos, bike safety courses, school assemblies, and community events. The Police Department created and distributed a pedestrian and bicyclist safety brochure, conducted education and enforcement, and assisted Circulate San Diego on the creation of a public service announcement video for teens entitled "Walk This Way", which highlights the importance of following the rules of the road when crossing the street.

POLICE TRAFFIC SERVICES



SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) GRANTS

OTS awarded 145 STEP grants in FFY 2017. Law enforcement agencies throughout the State conducted enforcement activities that coincided with NHTSA mobilizations and campaigns. STEP activities focused on high visibility enforcement (HVE), increased traffic enforcement, and education. HVE activities included training in Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE). Agencies utilized the trainings to conduct DUI/Drivers License checkpoints and DUI saturation patrols. Increased traffic enforcement activities included operations focusing on distracted driving, Click-It-or-Ticket, motorcycle safety, and pedestrian and bicycle safety. Education activities included presentations to communities, organizations, and schools. Media efforts focusing on the awareness of the STEP activities were coordinated both regionally and locally.

2017 PROGRAM AREA HIGHLIGHTS

POLICE TRAFFIC SERVICES

(CONTINUED)



REGULATE AGGRESSIVE DRIVING AND REDUCE SPEED

CALIFORNIA HIGHWAY PATROL

The CHP implemented a statewide traffic safety project focusing on speed-caused collisions and those primary collision factors that encompass elements of “aggressive driving” such as unsafe turns, following too closely, unsafe passing, driving on the wrong side of the road, and unsafe lane changes. Enhanced enforcement operations also focused on street racing activities such as drag racing, freeway racing, and sideshows. In addition, a total of 410 traffic safety presentations were conducted, impacting 118,012 people.

RED BLUFF - RURAL OFFICER DEPLOYMENT AND EDUCATION OPERATION (R.O.D.E.O.)

CALIFORNIA HIGHWAY PATROL

The CHP Red Bluff Area office conducted activities to reduce the number of fatal and injury traffic collisions and victims in which improper turning movements and unsafe speed were the primary collision factors (PCF). Activities included 18 speed enforcement operations in conjunction with a speed trailer; 22 traffic enforcement operations focused on PCF violations; and 17 traffic safety presentations were conducted reaching 2,299 people.

TRAFFIC RECORDS/ROADWAY SAFETY

RECORDS MANAGEMENT SYSTEM

LOS ANGELES POLICE DEPARTMENT

The Los Angeles Police Department successfully implemented a new traffic collision module in their electronic record management system. The Department transitioned from hand written traffic collision reports to entering the data directly to a mobile device while at the scene of a traffic collision. The modernization of LAPD’s crash reporting process reduced the time required to complete a traffic report, increased data accuracy, and reduced the delay between the time of collision and the time data is available for analysis. In addition, the Department can now submit crash data electronically to the Statewide Integrated Traffic Records System managed by the CHP.



APPENDIX - GRANT EXPENDITURES

ALCOHOL-IMPAIRED DRIVING

Enforcement and Education - These grants funded the continued focus on reducing impaired driving fatalities and injuries through enhanced enforcement and public education through outreach.

Grant #	Agency	Fund	Awarded	Expended
AL1717	California Highway Patrol	164AL	\$350,000	\$323,786.18
AL1718	California Highway Patrol	164AL	\$1,600,000	\$1,360,961.70
AL1719	California Highway Patrol	164AL	\$500,000	\$432,239.07
AL1720	California Highway Patrol	164AL	\$5,500,000	\$4,691,956.37

Prevention and Enforcement - These grants funded underage drinking prevention and enforcement activities.

Grant #	Agency	Fund	Awarded	Expended
AL1714	California Department of Alcohol Beverage Control	164AL	\$400,000	\$303,784.27
AL1715	California Department of Alcohol Beverage Control	164AL	\$1,700,000	\$1,355,706.98

College and Younger Age Youth Programs - These grants funded alcohol education and awareness programs, which focused on middle school through college age students. DUI prevention programs for high schools and university campuses also addressed the use of seat belts, bicycle, and pedestrian safety.

Grant #	Agency	Fund	Awarded	Expended
AL1722	Elk Grove	402AL	\$62,000	\$32,499.90
AL1726	Sacramento County	164AL	\$192,000	\$191,602.19
AL1728	San Luis Obispo County	164AL	\$82,000	\$72,337.03
AL1730	Santa Cruz County	164AL	\$200,000	\$172,553.76
AL1731	Shasta County	405b OP	\$150,000	\$140,157.85
AL1732	The Regents of the University of California, Berkeley Campus	164AL	\$985,000	\$886,050.19
AL1733	Tulare County	405d AL	\$390,000	\$384,013.21
AL1734	University of California, San Diego	164AL	\$325,000	\$297,383.12

Judicial Support and Legal Process - These DUI courts provided intensive judicial supervision, periodic alcohol/drug testing, mandated treatment where needed, and the use of incentives and sanctions to make behavior changes.

Grant #	Agency	Fund	Awarded	Expended
AL1723	Monterey County	164AL	\$449,000	\$367,230.19
AL1727	San Joaquin County	405d AL	\$750,000	\$635,052.63

Testing Equipment - These grants funded evidential breath alcohol analyzers for Contra Costa, Sacramento, and San Luis Obispo counties.

Grant #	Agency	Fund	Awarded	Expended
AL1721	Contra Costa County	164AL	\$324,000	\$324,000.00
AL1725	Sacramento County	164AL	\$185,500	\$179,163.90
AL1729	San Luis Obispo County	164AL	\$95,000	\$92,582.50

Multiple DUI Warrant Services and Supervisory Probation Programs - These grants funded county probation departments to monitor the worst-of-the-worst, high-risk, felony, and repeat DUI offenders through intensive supervision.

Grant #	Agency	Fund	Awarded	Expended
AL1701	Butte County	164AL	\$195,686	\$170,887.59
AL1702	Contra Costa County	164AL	\$350,000	\$338,036.65
AL1703	Fresno County	164AL	\$364,254	\$321,354.32
AL1704	Kern County	164AL	\$143,500	\$140,130.23
AL1705	Los Angeles County	164AL	\$334,298	\$319,334.41

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
AL1706	Placer County	164AL	\$90,617	\$71,291.71
AL1707	Sacramento County	164AL	\$460,000	\$414,023.57
AL1708	San Bernardino County	164AL	\$498,395	\$450,643.11
AL1709	San Diego County	164AL	\$560,000	\$520,920.28
AL1710	San Joaquin County	164AL	\$153,734	\$152,904.37
AL1711	Santa Barbara County	164AL	\$145,000	\$127,959.27
AL1712	Solano County	164AL	\$290,000	\$264,961.92
AL1713	Tulare County	164AL	\$168,301	\$78,500.19

Training - This grant funded refresher training for Driver Safety Hearing Officers.

Grant #	Agency	Fund	Awarded	Expended
AL1716	California Department of Motor Vehicles	164AL	\$159,000	\$112,556.80
		Total	\$18,152,285	\$15,726,565.46

DISTRACTED DRIVING

Enforcement, Public Education, and Public Information - These grants funded statewide public information, education, and a media campaign focusing on the dangers of distracted driving, texting, and using a cell phone while driving, with an emphasis toward teens and adults. Education was also provided to first responders, law enforcement, commercial drivers, taxicab and rideshare drivers.

Grant #	Agency	Fund	Awarded	Expended
DD1702	California Highway Patrol	402DD	\$42,973	\$42,972.54
DD1702	California Highway Patrol	405E	\$357,027	\$235,664.79
DD1704	California Highway Patrol	402DD	\$91,877	\$91,876.73
DD1704	California Highway Patrol	405E	\$508,123	\$459,135.14
DD1706	University of California, San Diego	402DD	\$450,000	\$402,392.26

Education and Public Awareness - This grant funded safe driving education for young drivers and work zone public safety campaigns.

Grant #	Agency	Fund	Awarded	Expended
DD1701	California Department of Transportation	402PM	\$750,000	\$30,000.00
		Total	\$2,200,000	\$1,262,041.46

DRUG-IMPAIRED DRIVING

Training - These grants funded basic and instructor SFST, ARIDE, and DRE training and certification to law enforcement personnel, and DITEP training to educational professionals.

Grant #	Agency	Fund	Awarded	Expended
DI1720	California Highway Patrol	405d AL	\$2,000,000	\$1,571,445.11
DI1722	Orange County	405d AL	\$84,000	\$42,561.68
DI1723	Riverside	405d AL	\$100,000	\$79,192.72
DI1725	Ventura County	405d AL	\$86,270	\$31,182.48

Public Awareness - This grant funded a public awareness and education campaign on the dangers of drug-impaired driving, including illicit, prescription, and over-the-counter drugs, and in combination with alcohol.

Grant #	Agency	Fund	Awarded	Expended
DI1726	Ventura County	405d AL	\$250,000	\$213,685.36

APPENDIX - GRANT EXPENDITURES

Equipment – This grant funded equipment directly related to drug-impaired training and detection to assist in bolstering the DRE program.

Grant #	Agency	Fund	Awarded	Expended
DI1627	California Department of Justice	405d AL	\$68,709	\$45,299.58

DUID Vertical Prosecution - These grants funded statewide training for county prosecutors and law enforcement agencies and vertical prosecution grants.

Grant #	Agency	Fund	Awarded	Expended
DI1701	Fresno County	405d AL	\$566,153	\$559,812.93
DI1702	Kern County	405d AL	\$443,441	\$423,056.45
DI1703	Los Angeles	405d AL	\$296,166	\$294,102.73
DI1704	Los Angeles County	405d AL	\$848,432	\$848,429.75
DI1705	Monterey County	405d AL	\$572,322	\$505,732.20
DI1706	Orange County	405d AL	\$1,158,974	\$826,703.04
DI1707	Placer County	405d AL	\$334,938	\$332,064.16
DI1708	Riverside County	405d AL	\$624,712	\$561,769.06
DI1709	Sacramento County	405d AL	\$702,522	\$658,947.82
DI1710	San Bernardino County	405d AL	\$207,924	\$207,924.00
DI1711	San Diego	405d AL	\$287,610	\$263,947.22
DI1712	San Diego County	405d AL	\$646,088	\$586,120.38
DI1713	San Francisco City/County	405d AL	\$172,048	\$161,871.46
DI1714	Solano County	405d AL	\$220,559	\$220,559.00
DI1715	Sonoma	405d AL	\$249,291	\$249,291.00
DI1716	Stanislaus County	405d AL	\$194,478	\$166,487.72
DI1717	Ventura County	405d AL	\$382,123	\$370,491.92
DI1718	Yolo County	405d AL	\$178,369	\$138,195.19
DI1727	Kern County	405d AL	\$288,593	\$29,523.54
DI1728	Marin County	405d AL	\$325,000	\$323,883.84

Evaluation - These grants funded a comprehensive analysis of certain DUI sanctions and their effectiveness and an assessment of drug prevalence among trauma patients admitted due to a motor vehicle crash.

Grant #	Agency	Fund	Awarded	Expended
DI1719	California Department of Motor Vehicles	405d AL	\$88,336	\$74,597.07
DI1724	University of California, Irvine	405d AL	\$238,571	\$ 186,221.68
		Total	\$11,615,629	\$9,973,099.09

APPENDIX - GRANT EXPENDITURES

EMERGENCY MEDICAL SERVICES

First Responder Services - These grants funded the replacement of old and unreliable life-saving extrication equipment.

Grant #	Agency	Fund	Awarded	Expended
EM1701	Alpine Fire Protection District	402EM	\$35,000	\$35,000.00
EM1702	Calaveras County	402EM	\$105,000	\$103,416.62
EM1703	Cathedral City	402EM	\$20,000	\$20,000.00
EM1704	Imperial	402EM	\$35,000	\$35,000.00
EM1705	Rescue Fire Protection District	402EM	\$175,000	\$172,388.02
EM1706	Tuolumne County	402EM	\$105,000	\$104,866.25
		Total	\$475,000	\$470,670.89

MOTORCYCLE SAFETY

Enforcement, Education, and Evaluation - These grants funded highly publicized motorcycle safety enforcement operations, public awareness campaigns, and the collection and analysis of additional motorcycle data to assist in the development of motorcycle safety educational materials.

Grant #	Agency	Fund	Awarded	Expended
MC1701	California Highway Patrol	402MC	\$724,503	\$515,412.16
		405f MC	\$410,000	\$409,995.00
MC1702	San Francisco City/County	402MC	\$188,267	\$107,776.31
		Total	\$1,322,770	\$1,033,183.47

OCCUPANT PROTECTION

Comprehensive Community Occupation Protection - These grants funded county health departments and cities to conduct activities with schools, universities, medical facilities, and civic groups to educate and train on the correct use of safety belts and child safety seats. Activities included child safety seat check-ups, media events, public information campaigns, child safety seat and seat belt surveys, educational presentations, NHTSA-certified CPST training, and the distribution of child safety seats.

Grant #	Agency	Fund	Awarded	Expended
OP1701	Butte County	405b OP	\$118,800	\$111,659.86
OP1705	Los Angeles	405b OP	\$309,500	\$287,495.33
OP1706	Pomona	405b OP	\$149,000	\$146,972.22
OP1707	Riverside County	405b OP	\$230,000	\$220,539.18
OP1708	Sacramento County	405b OP	\$131,000	\$130,981.86
OP1709	San Diego County	405b OP	\$155,000	\$154,268.52
OP1710	San Joaquin County	405b OP	\$100,000	\$87,077.30
OP1711	San Luis Obispo County	405b OP	\$61,572	\$57,351.67
OP1712	Santa Cruz County	405b OP	\$33,938	\$32,755.72
OP1713	Stanislaus County	405b OP	\$113,000	\$64,936.29
OP1714	Tehama County	405b OP	\$69,500	\$42,949.39
OP1715	Yuba County	405b OP	\$75,000	\$62,376.24

APPENDIX - GRANT EXPENDITURES

Statewide Enforcement and Education - These grants funded statewide activities including child safety seat check-ups, media events, public information campaigns, child safety seat and seat belt surveys, educational presentations, NHTSA-certified CPST training, and the distribution of child safety seats.

Grant #	Agency	Fund	Awarded	Expended
OP1702	California Department of Public Health	405b OP	\$488,650	\$380,769.90
OP1703	California Highway Patrol	402OP	\$700,000	\$535,357.37
		405b OP	\$100,000	\$99,189.97

Statewide Usage Surveys - This grant funded the statewide observational seat belt, teen seat belt, and child safety seat surveys to determine usage rates.

Grant #	Agency	Fund	Awarded	Expended
OP1704	California State University, Fresno	405b OP	\$296,380	\$281,303.28

Older Drivers - These grants funded training and public awareness to the community and stakeholders related to older drivers.

Grant #	Agency	Fund	Awarded	Expended
OP1716	California Highway Patrol	402PT	\$150,000	\$111,489.10
OP1717	University of California, San Diego	402DD	\$400,000	\$374,560.89
		Total	\$3,681,340	\$3,176,034.09

PROGRAM ADMINISTRATION

Program Administration - These grants funded activities and costs attributed to the overall management and operation of OTS, including traffic safety problem identification; prioritizing problems and distribution of funds; developing the HSP and AR; developing, monitoring, and evaluating grants; conducting audits; participating on traffic safety committees and task forces; and promoting traffic safety in California.

Grant #	Agency	Fund	Awarded	Expended
PA1701	California Office of Traffic Safety	164AL	\$3,350,540	\$1,274,571.23
PA1702	California Office of Traffic Safety	402AL	\$5,795	\$25,480.27
		402DD	\$172,951	\$127,544.26
		402EM	\$44,410	\$19,016.85
		402MC	\$17,599	\$8,115.76
		402OP	\$65,443	\$103,167.28
		402PA	\$1,203,152	\$1,068,719.44
		402PS	\$642,518	\$379,599.52
		402PT	\$1,669,749	\$755,546.86
PA1703	California Office of Traffic Safety	405b OP	\$235,033	\$28,684.28
PA1704	California Office of Traffic Safety	405c TR	\$673,652	\$213,269.35
PA1705	California Office of Traffic Safety	405d AL	\$1,113,643	\$373,421.02
PA1706	California Office of Traffic Safety	405f MC	\$37,331	\$8,722.74
PA1707	California Office of Traffic Safety	410	\$36,420	\$0.00
		Total	\$9,268,236	\$4,385,858.86

APPENDIX - GRANT EXPENDITURES

PEDESTRIAN AND BICYCLE SAFETY

Pedestrian and Bicycle Safety - These grants funded pedestrian and bicycle safety throughout the school system and local communities. Activities included traffic safety rodeos, workshops, helmet distribution, and increased enforcement around schools.

Grant #	Agency	Fund	Awarded	Expended
PS1701	Bakersfield	402PS	\$28,300	\$11,833.75
PS1703	Kern County	402PS	\$25,000	\$14,145.30
PS1704	Lancaster	402PS	\$100,000	\$58,145.98
PS1705	Lompoc Fire Department	402PS	\$25,000	\$25,000.00
PS1706	Long Beach	402PS	\$49,784	\$49,477.96
PS1707	Monterey	402PS	\$74,000	\$72,621.69
PS1708	Monterey County	402PS	\$192,521	\$181,094.40
PS1709	Orange County	402PS	\$50,000	\$50,000.00
PS1710	Pasadena	402PS	\$145,000	\$141,330.38
PS1711	Riverside County	402PS	\$125,850	\$113,101.66
PS1712	Sacramento	402PS	\$125,425	\$100,463.92
PS1713	Sacramento County	402PS	\$142,801	\$141,071.90
PS1714	San Diego	402PS	\$232,820	\$227,888.33
PS1715	San Leandro	402PS	\$134,000	\$86,070.00
PS1716	Santa Ana	402PS	\$158,000	\$138,097.31
PS1717	Santa Cruz County	402PS	\$118,160	\$115,010.68
PS1720	Tehama County	402PS	\$47,260	\$30,920.42
PS1722	Vista	402PS	\$63,000	\$55,833.91
PS1723	San Luis Obispo County	402PS	\$151,428	\$80,665.96
PS1725	Souther California Association of Governments	402PS	\$500,000	\$480,110.89
PS1726	Los Angeles	402PS	\$500,000	\$462,339.57

Statewide Pedestrian and Bicycle Safety - These grants funded teams of transportation professionals to identify pedestrian problems and solutions to improve pedestrian environments. Activities included the development of pedestrian safety action plans, community training, coordinated safety planning, community pedestrian safety assessments, and educational presentations.

Grant #	Agency	Fund	Awarded	Expended
PS1702	California Highway Patrol	405HPS	\$1,246,616	\$863,122.83
PS1702	California Highway Patrol	402PS	\$153,384	\$153,161.10
PS1721	The Regents of the University of California, Berkeley Campus	402PS	\$2,000,000	\$1,387,639.72
PS1724	The Regents of the University of California, Berkeley Campus	402PS	\$400,000	\$341,189.49
		Total	\$6,788,349	\$5,380,337.15

POLICE TRAFFIC SERVICES

Program Development and Administrative Coordination - This grant funded grant administration work for CHP projects.

Grant #	Agency	Fund	Awarded	Expended
PT1718	California Highway Patrol	164AL	\$175,000	\$118,143.17
		402PT	\$175,000	\$113,352.92

APPENDIX - GRANT EXPENDITURES

Selective Traffic Enforcement and Education Program - These grants funded overtime for increased enforcement and educational efforts. Activities included DUI saturation patrols, warrant details, court stings, motorcycle safety operations, distracted driving operations, seat belt enforcement, and traffic enforcement operations targeting the primary collision factors.

Grant #	Agency	Fund	Awarded	Expended
PT1701	Anaheim	164AL	\$313,761	\$195,829.12
		402PT	\$222,691	\$214,204.67
PT1702	Arcadia	164AL	\$35,000	\$23,004.40
		402PT	\$35,000	\$23,773.42
PT1703	Azusa	164AL	\$35,000	\$23,596.23
		402PT	\$65,000	\$54,790.53
PT1704	Bakersfield	164AL	\$283,000	\$241,267.58
		402PT	\$101,000	\$60,059.07
		405c TR	\$31,000	\$30,739.19
PT1705	Baldwin Park	164AL	\$30,000	\$27,372.00
		402PT	\$40,000	\$35,175.25
PT1706	Bell	164AL	\$35,000	\$31,421.09
		402PT	\$35,000	\$26,785.56
PT1707	Bell Gardens	164AL	\$35,000	\$33,964.49
		402PT	\$35,000	\$32,546.51
PT1708	Berkeley	164AL	\$150,000	\$114,671.30
		402PT	\$115,000	\$92,017.77
PT1709	Brea	164AL	\$45,000	\$36,779.15
		402PT	\$25,000	\$23,364.40
PT1710	Brentwood	164AL	\$40,000	\$40,000.00
		402PT	\$30,000	\$28,401.08
PT1711	Burbank	164AL	\$29,150	\$15,562.24
		402PT	\$36,050	\$32,796.92
PT1712	Burlingame	164AL	\$35,000	\$29,637.98
		402PT	\$35,000	\$30,812.92
PT1720	Carlsbad	164AL	\$65,000	\$51,635.78
		402PT	\$35,000	\$34,334.98
PT1721	Cathedral City	164AL	\$10,000	\$9,935.99
		402PT	\$90,000	\$85,576.04
PT1722	Chino	164AL	\$75,000	\$72,886.95
		402PT	\$40,000	\$38,369.84
PT1723	Chula Vista	164AL	\$200,000	\$200,000.00
		402PT	\$130,000	\$126,156.95
PT1724	Citrus Heights	164AL	\$105,000	\$94,891.45
		402PT	\$40,000	\$37,570.15
PT1725	Clovis	164AL	\$35,000	\$27,568.07
		402PT	\$35,000	\$27,788.41

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT1726	Concord	164AL	\$120,000	\$106,672.01
		402PT	\$80,000	\$76,392.45
PT1727	Corona	164AL	\$55,000	\$47,652.09
		402PT	\$45,000	\$40,523.84
PT1728	Costa Mesa	164AL	\$115,500	\$102,996.34
		402PT	\$49,500	\$34,492.43
PT1729	Culver City	164AL	\$25,000	\$24,960.00
		402PT	\$45,000	\$25,905.07
PT1730	Daly City	164AL	\$45,000	\$42,899.46
		402PT	\$25,000	\$23,447.54
PT1731	Downey	164AL	\$200,000	\$183,771.47
		402PT	\$100,000	\$92,309.78
PT1732	El Cajon	164AL	\$86,000	\$71,093.17
		402PT	\$84,000	\$ 61,439.91
PT1733	El Centro	164AL	\$40,000	\$40,000.00
		402PT	\$30,000	\$27,476.18
PT1734	El Monte	164AL	\$80,000	\$79,016.32
		402PT	\$80,000	\$76,073.37
PT1735	Elk Grove	164AL	\$112,000	\$96,598.33
		402PT	\$78,000	\$74,995.19
PT1736	Escondido	164AL	\$180,000	\$166, 833.43
		402PT	\$100,000	\$90,962.44
		405c TR	\$30,000	\$29,999.96
PT1737	Eureka	164AL	\$40,000	\$11,701.13
		402PT	\$30,000	\$18,663.32
PT1738	Fairfield	164AL	\$100,000	\$85,252.82
		402PT	\$75,000	\$69,682.78
PT1739	Folsom	164AL	\$60,000	\$29,274.89
		402PT	\$40,000	\$23,457.65
		405c TR	\$30,000	\$30,000.00
PT1740	Fontana	164AL	\$135,000	\$124,625.63
		402PT	\$115,000	\$109,630.76
PT1741	Fountain Valley	164AL	\$43,500	\$11,598.19
		402PT	\$57,000	\$25,410.22
		405d AL	\$10,500	\$80.37
PT1742	Fremont	164AL	\$65,000	\$64,668.75
		402PT	\$55,000	\$46,393.03
PT1743	Fresno	164AL	\$273,462	\$268,445.51
		402PT	\$175,000	\$172,300.28

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT1744	Fullerton	164AL	\$181,712	\$169,488.85
		402PT	\$88,228	\$67,763.77
		405d AL	\$130,060	\$130,060.00
PT1745	Garden Grove	164AL	\$135,000	\$131,238.67
		402PT	\$115,000	\$111,269.22
PT1746	Gardena	164AL	\$45,000	\$40,492.72
		402PT	\$30,000	\$29,310.59
PT1747	Gilroy	164AL	\$35,000	\$33,726.62
		402PT	\$35,000	\$26,534.45
PT1748	Glendale	164AL	\$120,000	\$118,014.05
		402PT	\$156,700	\$149,983.14
		405d AL	\$18,300	\$17,866.18
PT1749	Glendora	164AL	\$40,000	\$39,431.75
		402PT	\$30,000	\$29,508.67
PT1750	Hawthorne	164AL	\$70,000	\$68,635.56
		402PT	\$45,000	\$42,470.86
PT1751	Hayward	164AL	\$70,000	\$68,297.62
		402PT	\$50,000	\$48,429.26
PT1752	Hemet	164AL	\$80,000	\$60,309.36
		402PT	\$30,000	\$25,687.90
PT1753	Huntington Beach	164AL	\$413,910	\$324,095.52
		402PT	\$169,090	\$148,417.44
PT1754	Huntington Park	164AL	\$40,000	\$18,820.83
		402PT	\$30,000	\$7,376.05
PT1755	Indio	164AL	\$45,000	\$41,874.37
		402PT	\$25,000	\$9,178.35
PT1756	Inglewood	164AL	\$150,000	\$125,497.96
		402PT	\$100,000	\$91,752.97
PT1757	Irvine	164AL	\$205,000	\$126,324.14
		402PT	\$125,000	\$108,019.99
PT1758	La Habra	164AL	\$70,000	\$67,109.85
		402PT	\$70,000	\$66,801.11
PT1759	La Mesa	164AL	\$40,000	\$35,756.05
		402PT	\$30,000	\$27,511.08
PT1760	Laguna Beach	164AL	\$35,000	\$34,622.95
		402PT	\$35,000	\$34,623.19
PT1761	Livermore	164AL	\$55,000	\$36,408.85
		402PT	\$55,000	\$43,789.85
PT1762	Lodi	164AL	\$100,000	\$89,859.47
		402PT	\$30,000	\$22,318.73

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT1763	Lompoc	164AL	\$35,000	\$24,219.69
		402PT	\$40,000	\$34,931.96
		405c TR	\$25,000	\$0.00
PT1764	Long Beach	164AL	\$145,000	\$118,798.15
		402PT	\$255,000	\$235,979.54
PT1765	Los Angeles	164AL	\$3,137,300	\$3,088,267.67
		402PT	\$1,166,000	\$1,136,451.92
		405d AL	\$96,700	\$90,286.51
PT1766	Los Angeles County	164AL	\$1,135,000	\$848,171.30
		402PT	\$810,000	\$681,554.99
PT1767	Manteca	164AL	\$35,000	\$34,679.05
		402PT	\$35,000	\$33,009.01
PT1768	Menlo Park	164AL	\$40,000	\$7,093.57
		402PT	\$30,000	\$12,217.84
PT1770	Milpitas	164AL	\$50,000	\$35,517.97
		402PT	\$50,000	\$30,439.16
PT1771	Modesto	164AL	\$207,315	\$181,247.88
		402PT	\$218,749	\$206,101.09
PT1772	Monrovia	164AL	\$30,000	\$14,849.44
		402PT	\$42,000	\$31,603.22
PT1773	Montclair	164AL	\$37,052	\$32,014.92
		402PT	\$25,000	\$15,835.50
PT1774	Montebello	164AL	\$50,000	\$38,898.01
		402PT	\$50,000	\$34,273.53
PT1775	Monterey Park	164AL	\$20,000	\$19,999.93
		402PT	\$60,000	\$59,995.21
		405c TR	\$91,000	\$90,861.29
PT1776	Mountain View	164AL	\$35,000	\$35,000.00
		402PT	\$35,000	\$34,400.00
PT1777	Murrieta	164AL	\$65,000	\$57,587.13
		402PT	\$45,000	\$34,119.81
PT1778	Napa	164AL	\$60,000	\$48,248.53
		402PT	\$40,000	\$32,100.29
PT1779	National City	164AL	\$30,000	\$22,268.65
		402PT	\$40,000	\$22,909.11
PT1780	Newport Beach	164AL	\$150,000	\$150,000.00
		402PT	\$100,000	\$94,540.86
PT1781	Novato	164AL	\$40,000	\$40,000.00
		402PT	\$30,000	\$28,483.22

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT1782	Oakland	164AL	\$469,000	\$380,494.73
		402PT	\$284,350	\$277,271.02
PT1783	Oceanside	164AL	\$118,400	\$118,400.00
		402PT	\$80,000	\$50,964.24
		405d AL	\$11,600	\$1,194.02
PT1784	Ontario	164AL	\$215,000	\$214,999.69
		402PT	\$130,000	\$123,440.89
PT1785	Orange	164AL	\$203,300	\$198,630.37
		402PT	\$100,000	\$87,801.16
		405d AL	\$6,700	\$1,927.09
PT1786	Orange County	164AL	\$270,000	\$247,127.39
		402PT	\$240,000	\$159,719.71
PT1787	Oxnard	164AL	\$200,000	\$188,685.34
		402PT	\$127,460	\$102,970.86
		405d AL	\$2,540	\$2,342.04
PT1788	Palm Springs	164AL	\$80,000	\$37,603.63
		402PT	\$30,000	\$24,963.50
PT1789	Pasadena	164AL	\$180,745	\$172,228.57
		402PT	\$149,255	\$146,905.71
PT1790	Petaluma	164AL	\$35,000	\$28,687.38
		402PT	\$45,000	\$45,000.00
PT1791	Pittsburg	164AL	\$40,000	\$39,661.93
		402PT	\$30,000	\$29,183.52
PT1792	Placentia	164AL	\$40,000	\$23,281.61
		402PT	\$30,000	\$3,701.15
PT1793	Pomona	164AL	\$200,000	\$198,650.08
		402PT	\$130,000	\$119,538.00
PT1794	Porterville	164AL	\$44,860	\$34,617.85
		402PT	\$25,000	\$22,455.45
PT1795	Redding	164AL	\$95,000	\$73,534.54
		402PT	\$70,000	\$68,019.79
PT1796	Redlands	164AL	\$75,000	\$21,989.10
		402PT	\$40,000	\$22,020.17
PT1797	Redondo Beach	164AL	\$60,000	\$52,720.62
		402PT	\$40,000	\$38,091.44
PT1798	Redwood City	164AL	\$60,000	\$46,125.12
		402PT	\$50,000	\$28,380.09
PT1799	Rialto	164AL	\$80,000	\$77,733.60
		402PT	\$50,000	\$49,654.60
		405c TR	\$64,000	\$63,981.27

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT17100	Richmond	164AL	\$85,000	\$57,716.24
		402PT	\$30,000	\$23,933.02
PT17101	Riverside	164AL	\$200,000	\$189,870.93
		402PT	\$220,000	\$210,099.11
PT17102	Riverside County	164AL	\$605,000	\$572,446.83
		402PT	\$465,000	\$420,613.28
PT17103	Sacramento	164AL	\$300,145	\$245,519.51
		402PT	\$322,482	\$205,886.49
PT17104	Sacramento County	164AL	\$55,000	\$47,143.07
		402PT	\$35,000	\$29,799.97
PT17105	Salinas	164AL	\$50,000	\$44,012.47
		402PT	\$55,000	\$46,834.69
PT17106	San Bernardino	164AL	\$300,000	\$283,307.63
		402PT	\$130,000	\$120,906.55
PT17107	San Bernardino County	164AL	\$162,000	\$161,909.81
		402PT	\$140,000	\$122,373.29
PT17108	San Diego	164AL	\$911,360	\$876,931.16
		402PT	\$474,640	\$419,695.60
PT17109	San Diego County	164AL	\$145,000	\$ 129,128.51
		402PT	\$105,000	\$75,836.11
PT17110	San Francisco City/County	164AL	\$80,000	\$67,865.65
		402PT	\$145,000	\$118,873.00
PT17111	San Gabriel	164AL	\$35,000	\$24,892.17
		402PT	\$35,000	\$23,258.59
		405c TR	\$60,000	\$59,947.46
PT17112	San Jose	164AL	\$150,000	\$100,372.18
		402PT	\$150,000	\$119,698.51
PT17113	San Luis Obispo	164AL	\$35,000	\$33,154.34
		402PT	\$35,000	\$26,942.95
PT17114	San Mateo	164AL	\$60,000	\$33,044.29
		402PT	\$60,000	\$40,556.62
PT17115	San Rafael	164AL	\$35,000	\$31,260.55
		402PT	\$35,000	\$31,581.18
		405c TR	\$30,000	\$29,848.38
PT17116	San Ramon	164AL	\$13,741	\$8,790.29
		402PT	\$32,381	\$19,507.71
PT17117	Santa Ana	164AL	\$274,500	\$258,644.64
		402PT	\$125,500	\$119,760.21

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT17118	Santa Barbara	164AL	\$150,000	\$131,536.31
		402PT	\$100,000	\$83,754.56
PT17119	Santa Barbara County	164AL	\$35,000	\$30,583.55
		402PT	\$35,000	\$30,144.76
PT17120	Santa Maria	164AL	\$155,000	\$128,366.82
		402PT	\$110,000	\$85,598.98
		405c TR	\$28,000	\$27,943.40
PT17121	Santa Monica	164AL	\$125,000	\$120,508.95
		402PT	\$175,000	\$163,937.35
PT17122	Santa Rosa	164AL	\$198,635	\$184,246.98
		402PT	\$139,057	\$125,323.35
PT17123	Signal Hill	164AL	\$45,000	\$35,863.18
		402PT	\$25,000	\$20,268.33
PT17124	Simi Valley	164AL	\$60,000	\$59,998.92
		402PT	\$40,000	\$28,435.09
PT17125	South Gate	164AL	\$75,000	\$58,621.75
		402PT	\$40,000	\$29,148.15
PT17126	South San Francisco	164AL	\$45,000	\$42,488.29
		402PT	\$25,000	\$22,106.09
PT17127	Stockton	164AL	\$250,000	\$238,704.39
		402PT	\$200,000	\$196,838.64
PT17128	Sunnyvale	164AL	\$18,445	\$14,744.84
		402PT	\$45,000	\$43,281.35
PT17130	Torrance	164AL	\$160,000	\$157,344.22
		402PT	\$100,000	\$86,132.65
PT17131	Tracy	164AL	\$40,000	\$37,504.19
		402PT	\$30,000	\$29,183.65
PT17132	Turlock	164AL	\$55,000	\$10,638.41
		402PT	\$55,000	\$33,601.43
PT17133	Tustin	164AL	\$80,000	\$63,840.35
		402PT	\$55,000	\$49,589.76
PT17134	Upland	164AL	\$64,000	\$60,714.92
		402PT	\$64,000	\$55,718.09
PT17135	Vacaville	164AL	\$65,000	\$61,898.30
		402PT	\$35,000	\$31,237.00
PT17136	Vallejo	164AL	\$80,000	\$64,399.16
		402PT	\$40,000	\$36,977.96
PT17137	Ventura	164AL	\$75,000	\$70,862.25
		402PT	\$60,000	\$57,171.98

APPENDIX - GRANT EXPENDITURES

Grant #	Agency	Fund	Awarded	Expended
PT17138	Ventura County	164AL	\$180,000	\$158,101.35
		402PT	\$120,000	\$100,294.51
PT17139	Vernon	164AL	\$40,000	\$40,000.00
		402PT	\$30,000	\$30,000.00
PT17140	Visalia	164AL	\$130,000	\$108,231.08
		402PT	\$90,000	\$78,150.02
PT17141	Walnut Creek	164AL	\$34,329	\$17,517.29
		402PT	\$34,923	\$22,804.55
PT17142	West Covina	164AL	\$20,000	\$20,000.00
		402PT	\$20,000	\$15,309.45
PT17143	West Sacramento	164AL	\$35,000	\$30,584.94
		402PT	\$35,000	\$19,877.45
PT17144	Whittier	164AL	\$85,000	\$69,671.42
		402PT	\$80,000	\$66,998.68
PT17145	Yuba City	164AL	\$45,000	\$37,199.15
		402PT	\$45,000	\$31,516.18

California Highway Patrol - These grants funded speed and seat belt enforcement, corridor projects, Start Smart presentations, and enhanced motorcycle safety enforcement.

Grant #	Agency	Fund	Awarded	Expended
PT1713	California Highway Patrol	402PT	\$555,000	\$465,757.92
PT1715	California Highway Patrol	402PT	\$150,000	\$147,408.70
PT1716	California Highway Patrol	402PT	\$275,000	\$184,913.47
PT1717	California Highway Patrol	402PT	\$2,123,620	\$1,762,235.56
PT1719	California Highway Patrol	402PT	\$100,000	\$81,484.81

Education - This grant funded university staff to work closely with community-based organizations, employers, OTS grantees and stakeholders to conduct public awareness, outreach, education, and data analysis.

Grant #	Agency	Fund	Awarded	Expended
PT17129	The Regents of the University of California, Berkeley Campus	402PT	\$763,313	\$664,446.48
		405c TR	\$75,386	\$7,758.66
		Total	\$36,732,897	\$31,876,299.90

TRAFFIC RECORDS/ROADWAY SAFETY

Data Records Design and Implementation - These grants funded databases and data record design for state and local agencies to supplement existing collision records programs with needed roadway data.

Grant #	Agency	Fund	Awarded	Expended
TR1615	Los Angeles	405c TR	\$3,000,000.00	\$2,999,973.00
TR1708	Redwood City	405c TR	\$32,000	\$32,000.00

APPENDIX - GRANT EXPENDITURES

Statewide Traffic Records - These grants provided funding for the improvement and enhancement of several statewide traffic records databases, support for the expansion of data collection efforts and analysis of pedestrian and bicycle fatalities, and improvement of traffic safety for California's tribal population.

Grant #	Agency	Fund	Awarded	Expended
TR1701	California Department of Public Health	405c TR	\$636,975	\$522,396.75
TR1702	California Department of Transportation	405c TR	\$370,000	\$349,926.12
TR1704	Emergency Medical Services Authority	405c TR	\$220,000	\$130,678.02
TR1705	Emergency Medical Services Authority	405c TR	\$1,200,000	\$1,081,515.23
TR1706	Emergency Medical Services Authority	405c TR	\$308,000	\$271,227.40
TR1709	The Regents of the University of California, Berkeley Campus	405c TR	\$90,000	\$68,036.19
TR1712	The Regents of the University of California, Berkeley Campus	405c TR	\$190,000	\$177,425.77
TR1713	The Regents of the University of California, Berkeley Campus	405c TR	\$175,000	\$142,582.88
TR1714	California Highway Patrol	405c TR	\$35,094	\$31,776.37

Strategic Highway Safety Planning - These grants funded the support of the California SHSP efforts and a review of the methodologies for conducting a generalized traffic safety culture survey.

Grant #	Agency	Fund	Awarded	Expended
TR1710	The Regents of the University of California, Berkeley Campus	405c TR	\$250,000	\$145,750.82
TR1711	The Regents of the University of California, Berkeley Campus	405c TR	\$164,000	\$139,468.98

Data Improvement - These grants provided funding for applying the Empirical Bayes method for comparing collision numbers and establishing performance measures for various program priority areas and the implementation of an Enterprise Content Management system.

Grant #	Agency	Fund	Awarded	Expended
TR1610	California Department of Motor Vehicles	405c TR	\$523,644	\$388,405.90
TR1703	California State Polytechnic University, Pomona	405c TR	\$153,640	\$140,513.61
		Total	\$7,348,353	\$6,621,677.04



